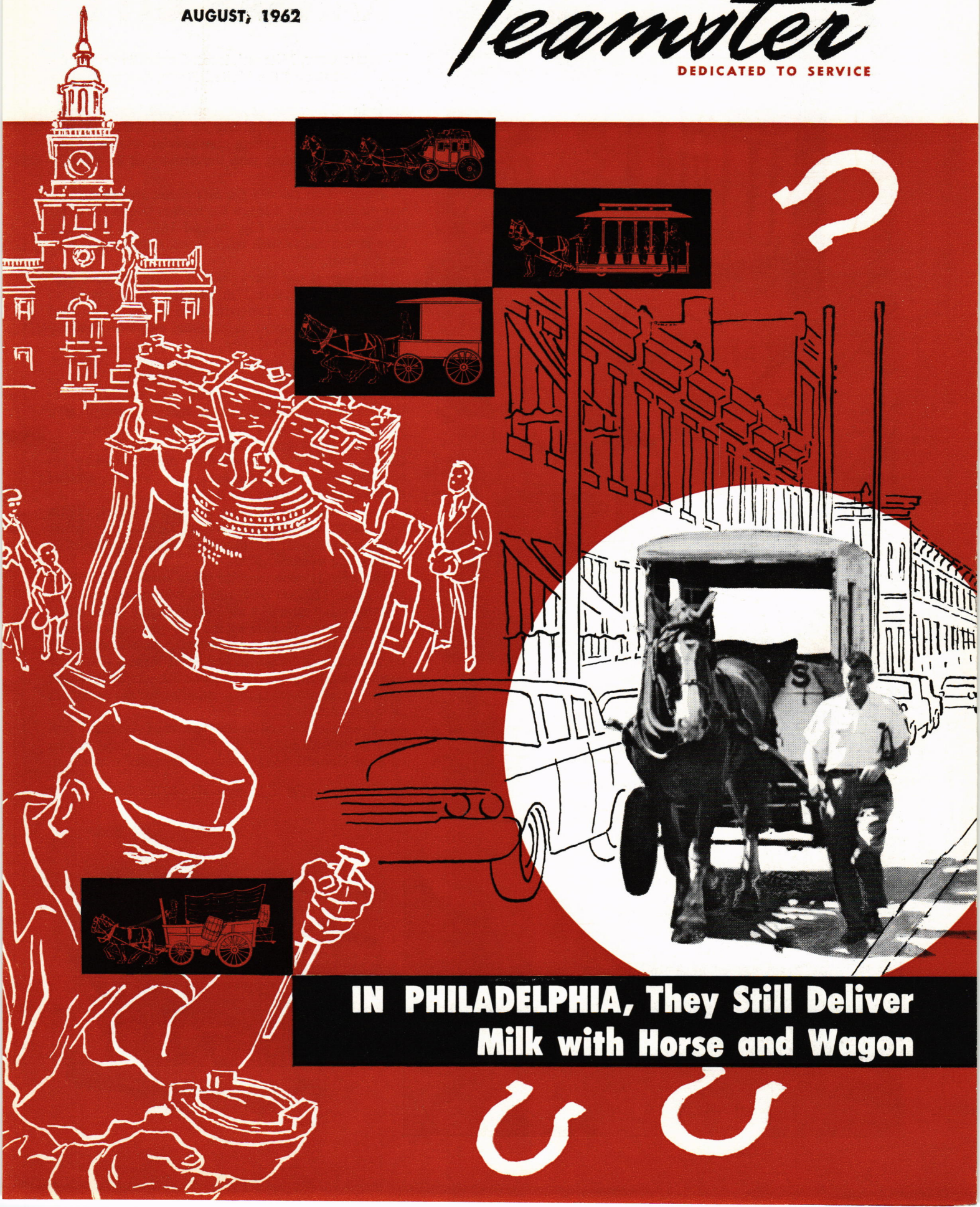
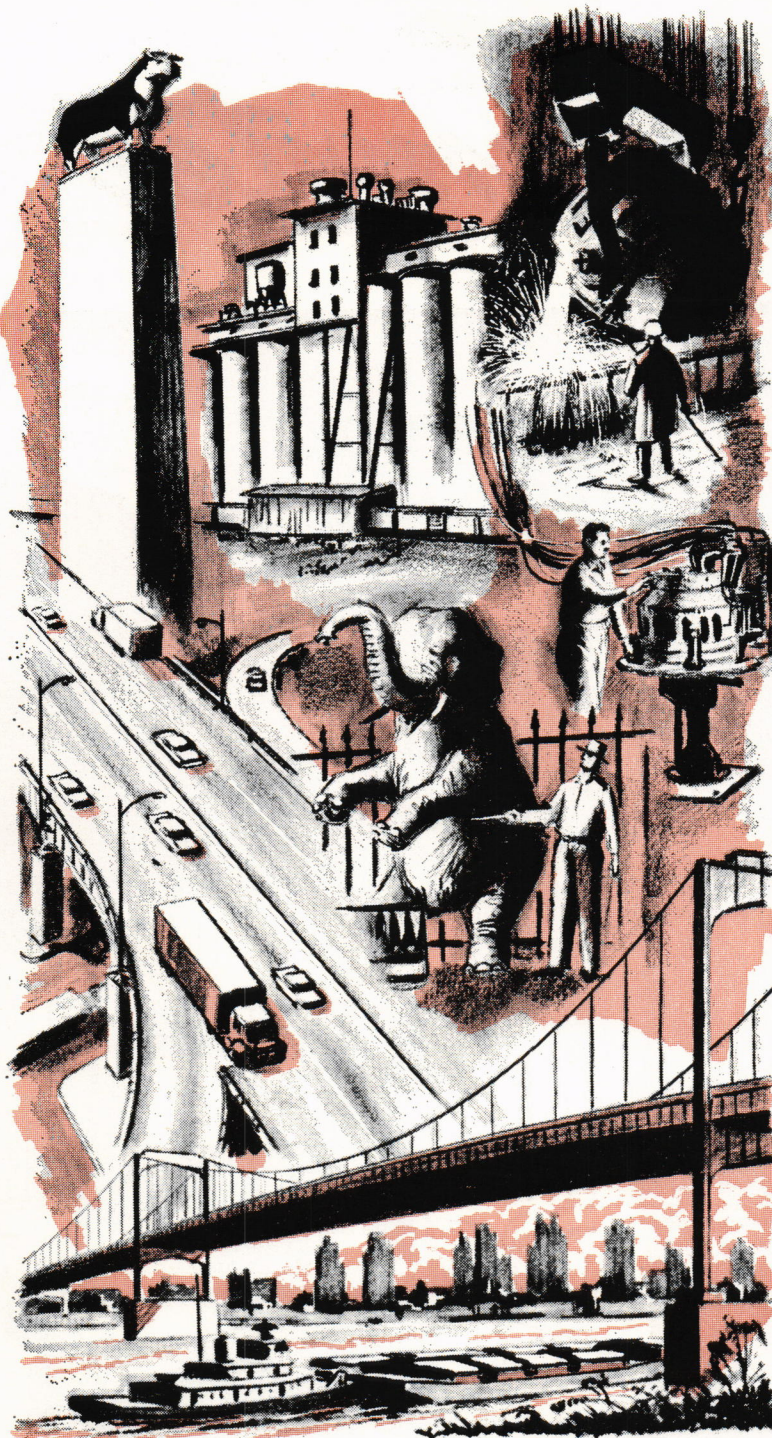


AUGUST, 1962

THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE



**IN PHILADELPHIA, They Still Deliver
Milk with Horse and Wagon**



The Teamsters Salute KANSAS CITY

KANSAS CITY, Missouri, located near the geographical center of the United States, has more than fulfilled the prophecy Senator Thomas Hart Benton made in 1853 when he predicted that "another generation will see a great city on these hills." Today Kansas City is a teeming commercial and manufacturing center bustling with the activity of its 475,539 population.

Almost from the day the first permanent settlement was established by French fur traders within the present limits of Kansas City around 1821, its name has been synonymous with thick, tender steaks and beef on the hoof.

Although it still takes pride in being the beef capital of the world, this 27th ranking U. S. city is no one-industry town. Diversification is the watchword and the city has spent much time, effort and money to make itself economically attractive to new industry.

Because of its location in the heart of America, Kansas City's importance and growth as a distribution center is reflected in a vast warehousing industry. Sixty-four million cubic feet of storage is a vital part of the city's in-transit-storage activities.

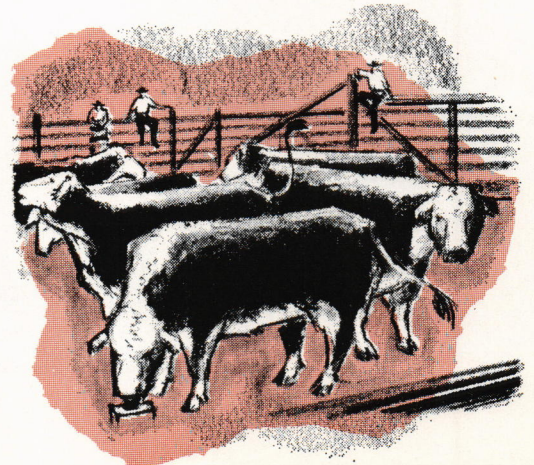
To service a great flow of motor traffic, Kansas City is building a multi-million dollar intercity expressway plus a 100-mile network of express arteries that will radiate from the downtown area.

Located just hours from Missouri's Ozark region with its many lakes and rivers, Kansas City offers ideal recreational, hunting and fishing facilities to natives and visitors alike.

The city is also popular as a convention center with some 150,000 delegates arriving there annually to spend more than \$18 million. Bringing conventioners and other visitors to the city are eight airlines and 12 major trunk line railroads. In addition, 135 truck lines haul freight to and from Kansas City over seven federal highways and three interstate highways, providing employment opportunities for the members of our Teamster locals there.

To this city located in the "Heart of America" and the 30,128 members of the 19 Teamster local unions of Joint Council 56, a "hearty" Teamster salute.

America's Cities—No. 29 in a Series



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THE INTERNATIONAL *Teamster* DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

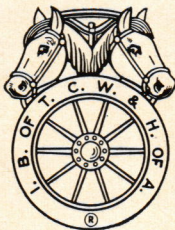
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On Page 8, a SPECIAL REPORT:

77 Million Americans Have Little More Than Nothing, Report Shows



The International Teamster has an average monthly circulation of 1,433,000 and an estimated readership of 3,800,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

**Editorial material should be addressed to:
Teamsters Union, Office of Public Relations and Publications,
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White House Interference

THE IRON FISTED hand of government intervention in collective bargaining struck another killing blow at American trade unionism last month.

Two unions in the aerospace industry succumbed to pressure from the executive branch of government to extend their deadlines rather than strike to enforce their demands for a new contract.

The workingman's instrument for obtaining a fair share of the economy—free collective bargaining—quivers under the unrelenting assault of the Kennedy Administration.

Up until the moment Secretary of Labor Goldberg threatened to run to Congress for a law against strikes in the missile industry, his interference in the collective bargaining process had been that of an official of an administration with no confidence in the time-tested tools of free enterprise.

But when Goldberg assumes the policy that the workers be forbidden by law from striking the powerful military-industrial complex, that is the missile industry, he nurtures a way of life which we build the missiles to defend ourselves against.

A major issue in the aerospace negotiations is the union shop. When the Secretary of Labor threatens a law to forbid unions from striking for such an essential item of security as the union shop, he has thrown the weight of government to the giants of industry which would love to see unions destroyed.

Can we any longer expect any company to bargain in good faith? Why should they? If they remain adamant at the bargaining table until the government moves in, they are then assured that the union will be asked to give up its right to strike.

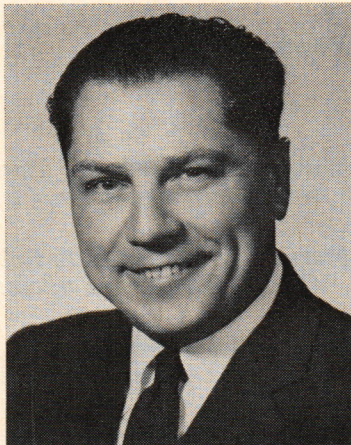
The Labor Secretary is not without help. The press has joined in with such headlines as:

"Unions Push for Raises Threatening Kennedy's Non-Inflationary Guide."

The truth is:

—Nine aerospace industries will bill American taxpayers \$17 billion for government contracts during this fiscal year.

—Industry leaders were only recently called on the



congressional carpet for unconscionable pyramiding of profits.

—One company alone last year made more than 45 per cent profit on its investment.

Against that background of profit taking, Kennedy's guideline that wage hikes of more than three per cent are inflationary becomes ridiculous, indeed.

Collective bargaining is truly under attack in this country today, not only from management seeking to apply the anti-trust laws to labor, but from a government whose guidelines and policies contain all the elements of government strikebreaking.

What makes it all so tragic is that the call to battle back falls on the ears of such pathetic warriors as George Meany and his stable of 'labor statesmen' who must hope that any new form of government in this country will have a comfortable niche for them because they did not fight its coming.

The public is certainly aware that the Kennedy Administration will not tolerate a strike in a defense or basic industry.

What may not be so obvious is that such a course by our government may well insure the uninterrupted production of Inter-Continental Ballistic Missiles while at the same time destroying and departing from a basic American freedom.

If this country is to remain free, working men must be free to strike even the military industrial complex, just as companies and corporations must be free to set prices and manage their businesses without White House interference.

James R. Hoffa

STATE OF THE UNION

Organizing Drive Among Western Electric Installers Meeting with Amazing Success

A major organizing drive has been unleashed among telephone installers belonging to the Western Electric bargaining unit of the Communication Workers of America by the Communication Division of the International Brotherhood of Teamsters and is meeting with immediate and amazing success.

A wave of discontent among more than 17,000 Western Electric employees has developed into a major move of the highly skilled technicians to vote for disaffiliation from the CWA and for membership in the Teamsters.

A former national director and member of the CWA executive board is leading the organizational drive and reports that after only a two-week campaign he has 80 per cent of the needed proof-of-interest-cards to file for a National Labor Relations Board representation election.

Involved are the workers of 17 CWA local unions throughout the country who prepare telephone offices throughout the nation for conversion to the latest in automated and direct dial innovations of the Bell Telephone system.

Teamster interest in the communications workers was ignited several months ago when a group of CWA members sought out Teamster General President James R. Hoffa with stories of discontent and interest in joining the Teamsters Union.

When the wave of discontent reached major proportions, Hoffa announced the formation of a Teamster Communication Division, with Teamster Executive Vice President Harold J. Gibbons as director.

The wave of discontent in the Western Electric bargaining unit centers around a wage lag which has seen these highly skilled technicians fall behind workers in other industries performing similar and related work.

Now a full time organizer for the

Teamsters in the communication division, Silvers has established headquarters at the Indiana Bank Building, Room 203, Evansville, Indiana.

Teamster President Hoffa has informed all IBT vice presidents, all general organizers, joint councils and local unions of the organizing drive and has asked for their cooperation.

Said Hoffa:

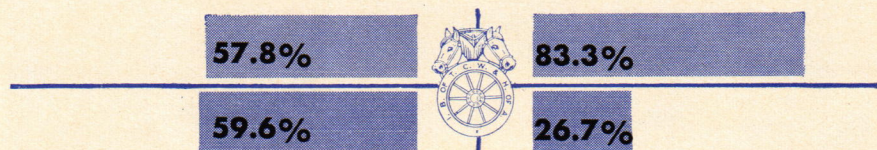
"Our International Union has embarked on this campaign as a result of repeated appeals from the members and officers of the 17 CWA local unions, and the response from our initial efforts has been more than gratifying. We are bringing this organizing campaign to your attention in order that you may be informed of our important activities in this field."

► PROGRESS

A record of Teamster progress was written into another National Labor Relations Board report recently when that agency reported that in cases resolved as of the end of April, 1962, Teamsters participated in 25.9 per cent of all representation elections held.

▼
A total of 678 representation election cases were closed during this period. All unions involved won representation rights in 392 elections, or in **57.8 per cent** of the elections.

Teamster unions participated in 152 single elections, that is elections in which workers had a choice of 'no union' or the 'Teamsters', and won 85, or 55.9 per cent. Teamster local unions also participated in 24 multi-union elections, in which one or more other unions were on the same ballot, and Teamsters won 20, or **83.3 per cent**.



▲
Teamster unions participated in 176 of these elections, 25.9 per cent, and won 105, or **59.6 per cent** of those in which they participated.

▲
Teamster unions participated in 25.9 per cent of all single union elections, and in **26.7 per cent** of the multi-union elections.

All the elections included 44,594 valid votes cast, of which 22,985, or 51.5 per cent, were cast in elections won by all unions.

St. Louis Milk Pact Is Innovation In Sales-Commission Agreements

Negotiations of major national significance to Teamster members employed in the dairy industry were successfully concluded in St. Louis last month with four innovations which promise to solve some of the ills besetting sales-commission contracts.

The new agreement provides for payments into the pension fund by the company for every quart of milk sold to independent operators, for every quart bottled for another company's private label; provides for area-wide negotiations and wage stabilization in future contracts; and provides for a new concept in wages, with drivers starting with a 17 per cent commission on every dollar of sales and a guarantee of no loss in wages in the conversion to the new method of computing wages.

William E. Godfrey, president, and Reed J. White, secretary-treasurer of Teamsters Local 603, said an imminent strike was averted at the last minute when the St. Louis dairy industry abandoned its proposal to make deliveries by independent contractor,

thus displacing hundreds of driver-employees.

Instead, the 17 dairies comprising the employers' association agreed to a new contract with wage increases and improved benefits and further agreed to become party to an area-wide agreement covering St. Louis and neighboring Missouri and Illinois communities.

Teamsters Local 729 in East St. Louis, Ill., was also a party to a similar agreement.

Strike action had been voted overwhelmingly by members of Local 603 before Godfrey and White requested the assistance of International Vice President Harold J. Gibbons, executive assistant to President Hoffa. Round-the-clock negotiations ensued and with the expiration of the contract at midnight on June 30, talks continued until agreement was reached the following day.

Local 603 officials viewed the negotiations as a trial run by Sealtest Dairy and large St. Louis-based dairies to secure a breakthrough in eliminating driver-employees and letting out the

work to independent contractors. Another important issue in the strike threat was the effort by the companies to turn back the clock 20 years or more by reducing wages and benefits to the 1930 era.

Agreement to enter area-wide negotiations will aid the industry, Godfrey and White said. The problem, similar to that in other areas of the country, has been the vicious milk-price war between St. Louis dairies and those in neighboring communities.

By establishing uniform standards in contracts with various local unions,

\$500,000 Back Pay Melon

Another significant development in the dairy industry occurred last month in St. Louis when the National Labor Relations Board ruled that Adams Dairy Co. owed some two years in back pay to a group of its drivers who were displaced when the dairy unilaterally went to an independent-contractor operation.

Attorneys for the employees estimate that the wage settlement will cost the dairy in the vicinity of \$500,000. The company has appealed the ruling.

The Adams Dairy situation has historical significance in the St. Louis area. A bitter strike by Teamsters Local 603 against Adams nearly 10 years ago and handbidding by Local 603 led to considerable litigation and controversial court rulings limiting the union's right to advertise the situation.

Some two years ago, Adams discharged its drivers and undertook to have its products delivered by independent contractors.

Under the NLRB ruling, it was said that Adams had no right to take unilateral action in this regard without consultations with the union. The drivers were ordered reinstated.

In Appreciation



James R. Harding, IBT general organizer and special representative of Local 162 in Portland, Oregon, presents Teamster President James R. Hoffa with a plaque from the officers and members of Local 162 in commemoration of a quarter of a century of service to the Teamsters by Hoffa.

Godfrey said, the industry can achieve some badly-needed stability.

Godfrey and White expressed appreciation for the assistance of the International in these crucial negotiations.

• Coors Defeated

The Western Conference of Teamsters was pleased to report recently a complete victory of Teamster brewery workers in California over Coors Brewery officials who tried to break the Union.

Coors' distributors capitulated and joined other California beer distributors in signing a 2-year contract with the Teamster Brewery and Soft Drink Workers Joint Board. The agreement covers some 6,000 workers in 15 Locals.

The contract includes a \$5 weekly pay boost retroactive to last April 1, another \$5 next April, additional health and welfare contributions next year, and five weeks' vacation for 20 or more years' service beginning next year.

George Leonard, executive secretary of the Joint Board, said all suits filed by Adolph Coors Co., and its affiliates were withdrawn. In return, the Teamsters removed Coors beer from the "we do not patronize" list and withdrew unfair labor charges.

Additionally, Leonard said, the distributors agreed to restore to their old positions all employees who were on the payroll as of last March 31.

• Cannery Contracts

Three large canning companies in the Yakima Valley recently signed a new contract with Teamsters Local 760 after a negotiation period of 17 months.

Benefiting from the terms are hundreds of workers employed at six food processing plants operated in the Yakima area by Libby, McNeill & Libby, California Packing Corp., and Stokely Van Camp.

James Farrington, Local 760 Secretary-treasurer, said the agreements provide for hourly pay raises ranging from 8 to 23 cents retroactive to March 1, 1961; hourly pay hikes ranging from 8 to 18 cents retroactive to March 1, 1962, and an 8-cent raise to go into effect March 1, 1963.

The agreements also include better provisions for vacation and holiday payments, overtime, seniority, and grievance procedure. Also included are additional pension fund monies to permit \$150 monthly pensions for life to the Teamsters who qualify.

• Strike Gain

Some 700 members from five Teamsters Locals won a 2-week strike in the Northwest recently, gaining a 50-cent pay increase plus 10 cents in fringe benefits over the next three years.

The agreement with the Association of General Contractors was reached by Locals 690 of Spokane, 148 of Wenatchee, 839 of Pasco, 556 of Walla Walla, and 551 of Lewiston, Idaho.

The Teamsters retained a hiring hall clause in the contract.

• London on Loyalty

Rank and Filer, published by Teamsters Local 70 in Oakland, Calif., recently carried a guest editorial writ-

ten by Joan London, the daughter of the world famous author of pro-labor sentiment, Jack London.

Miss London, retired as publication editor and research librarian of the California State Federation of Labor, told about her father's trials and tribulations as a working man in a non-union era at the turn of the century.

She remarked on the emphasis placed upon loyalty to a common cause in the writings of her father, and concluded:

"I wish to point out something that you all know, but something that is so great it cannot be pointed out too often, and that grows every time it is pointed out—and that is: The strength of organized labor lies in its brotherhood . . ."

• Drive

During the first week in August a delegation of 10 Teamsters and their wives from Western states will be in Washington, D. C., talking politics and issues with their elected Senators and Congressmen and giving them

New Teamsters Agent



Rookie of the Year when he first competed in the 500-Mile Race in Indianapolis finishing sixth, Jimmy Daywalt has been appointed business agent for Teamster Local 135 in the Speedway City. Known primarily for his racing ability, Daywalt has been a member of local 135 since 1945. He has been steadily employed as a driver for Roadway Express in recent years. Before that he was employed by Champion Sparkplugs in their highway safety program. Daywalt will give up all racing but the 500 to devote full time to his duties with the Teamsters.

some "grass roots" thinking about what they feel would be best for the nation.

The delegation consists of five rank-and file Teamsters who, with their wives, are being sent by the Western Conference of Teamsters to the nation's capital to take a first-hand look at what is going on. The trip affords the five couples from California, Oregon, and Colorado an opportunity to convey to those responsible for guiding the nation's destinies the "grass roots" thinking of working men and women.

The sentiments they will be expressing to Senators, Congressmen, Cabinet officers or other government officials they meet will be a genuine reflection of how laboring people and their families are faring in today's economy.

The five couples, selected by lot on the occasion of luncheon-dinners staged in furtherance of DRIVE, the Teamster Union's political-legislative arm, are:

Mr. and Mrs. Sol Rabinow, El Monte, Calif.; Mr. and Mrs. Bertrand Larkin, San Francisco; Mr. and Mrs. Manuel Garcia, Sacramento; Mr. and Mrs. Glenn Hochstetler, Salem, Ore.; and Mr. and Mrs. Robert Mossberger, Golden, Colo.

Members of the delegation will meet with their respective Senators and Congressmen and participate in a luncheon to which other elected officials from the Western states have been invited. This will enable an exchange of views on medicare, wire-tapping, equal pay for women and other legislative matters in which Teamsters and their wives are interested.

● Beer Agreement

Members of seven Teamster Brewery Worker Locals recently ratified a new 2-year master agreement with New York City's brewing industry.

The contract, negotiated by the New York Brewery Workers Joint Board, provides for a \$4 weekly wage hike retroactive to June 1, another \$4 the same date next year, additional health and welfare benefits, a bonus rate schedule, a vacation program giving five weeks for 15 years, six weeks for 20 years and seven weeks for 25 years, and improved job security features.

In other action affecting the Brewery Workers, the New York State Supreme Court upheld the position taken by the Joint Board Locals and

the IBT in connection with the proposed merger of the seven Locals.

Judge Rocco Parella denied a request for an injunction to halt completion of the steps leading to the merger for creating a "delivery" Local and "production" Local.

● California Pact

Northern California Teamsters belonging to 17 Locals in 46 counties ratified a new 3-year contract providing a seniority clause for the first time and a 70-cent package increase.

The agreement with the Associated General Contractors extends to May 1, 1965.

Meanwhile, Southern California Teamsters rejected a lesser package offered by the AGC members. It was the second offer refused.

The Northern California settlement ended a management-enforced tie-up on nearly all major construction projects between Bakersfield and the Oregon border. The tie-up began when the Laborers Union struck upon management's refusal to bargain in good faith. A lock-out followed.

Heading the Northern California negotiating team were IBT Vice Presidents Joseph J. Diviny and George E. Mock assisted by General Organizer Jack Goldberger.

In a telegram from a West Coast group, Executive Vice President

New Agent



Clara Day recently was appointed an assistant business representative for Teamsters Local 743 in Chicago as part of a program of expanded service to members at the Montgomery Ward and Spiegel bargaining units.

Harold J. Gibbons was credited with helping to gain the all-important seniority clause.

● Hearings

The Interstate Commerce Commission has ordered hearings on piggyback and selective rate cutting for next October, which should be a long step forward in determining policy concerning the cut-throat competitive practices of the nation's rail carriers.

The ICC hearings will give the Teamsters and the Trucking Associations a chance to speak out on a variety of policy items at a time when the railroads are solidly pushing to have President Kennedy's transportation message to Congress enacted into law.

It is becoming more and more evident that the ICC is opposed to Kennedy's transportation policy.

In the Congress, it is rumored openly that the Senate and House Commerce subcommittees will hold hearings on the President's recommendations in the field of transportation only as a courtesy to the chief executive. Few congressional observers expect any action on the lengthy and railroad-oriented transportation proposals made by Kennedy.

Although the rumor persists, Teamster legislative director Sidney Zagri stated that it would be more realistic to recognize the power of the railroad lobby for what it is, and although "we hope nothing in the President's recommendations become law, we can expect the railroads to conduct an all-out campaign in the congress, with a flood of mail and personal pressure on the congressmen and senators.

In recent decisions, the ICC has indicated that it is swinging around to the Teamster position on piggyback and selective rate cutting, although Zagri points out that considerable work lies ahead if the many Teamster jobs lost to rail rate cutting and technology are to be won back.

● Political Carrot

Iowa Teamsters and other unionists in the midwest "right-to-work" state are now having the same carrot dangled before them by the GOP that the Democrats have been offering yo-yo style for years.

Polk County (Des Moines) Republicans recently included an "agency

shop" plank in their 1962 convention platform as they made a frank bid for labor support. The resolutions committee chairman, however, was quick to point out that the resolution did not advocate repeal of the Iowa RTW law.

The GOP approach compares with the Democratic lure for unionists—the well-worn promise to repeal the anti-labor features of the Taft-Hartley Act, and more recently, the restrictions in the Landrum-Griffin Act.

Two political yo-yo carrots are more than any voter should be expected to keep track of.

● Typical RTW'er?

Whether or not Paul E. Merrill of Portland, Me., is a typical "right-to-work" supporter is unknown—but he certainly has an excellent record in this respect.

Merrill owns and operates the Merrill Transportation Co., based in Portland. He also owns or controls 10

other non-union companies in New England, according to Thomas E. Flynn, International Vice President and Director of the Eastern Conference of Teamsters.

Flynn noted recently that Merrill is the subject of unfair labor practice charges filed by Teamsters Local 340 of Portland and Local 597 of Barre, Vt. Local 340 is currently filing unfair labor practice charges against each of Merrill's companies based upon the fact that they are company-dominated unions. In all cases, Merrill refuses to bargain.

Flynn, calling attention to an article in The Bureau of National Affairs, Inc., *Daily Labor Report*, urged BNA to broaden the Merrill story "so that employees, unions and those interested in the rights of employees can see what type of people are connected with right-to-work movements."

The BNA story listed Merrill as a member of the board of directors of the newly-formed Maine Citizens for

Right to Work, Inc. However, it neglected to reflect the attitude of Merrill and his co-directors toward the rights of their employees as guaranteed by the National Labor Relations Act.

● Better Than Girls

"I like trucks better than girls," a sailor was quoted as saying recently when arrested in San Diego for driving a stolen truck.

Arresting police said the sailor was weaving a rig between lanes and happily honking at passing motorists. The sailor was quoted as admitting that he had stolen nine trucks in the past year.

While being booked on vehicle theft and drunk driving, the sailor explained further: "I just love to drive trucks. I could drive trucks a year without pay."

Teamsters Local 542 officers said the sailor was *not* a member of the IBT.

IBT Brotherhood Has Meaning

Another example of why the "Brotherhood" in the Teamsters is meaningful comes from Anderson, Indiana, where members jumped to aid a disabled brother.

When Orville 'Smiley' Graham, road driver for Renner's Express in Anderson, became disabled, his brother Teamsters pledged one hour's pay per man per week to 'Smiley.'

He stands today with the aid of crutches as his right foot was amputated at the ankle following an accident. Running in a 'vapor fog' Graham hit the rear of another trailer.

Giving meaning to "Brotherhood" are the employees at Renners, all members of Teamster Local 135.



Orville 'Smiley' Graham (right) stands alongside his business agent, Bill Zion. A member of Teamster Local 135, 'Smiley' lost a foot in a recent accident as he drove over-the-road for Renner Express in Anderson, Indiana. Donating an hour's pay per man per week is group of Teamster's way of coming to the assistance of one of their brothers. Shown in second photo on the dock at Renner's Express in Ander-



son, Indiana, front row left to right, Kenneth Iverson, terminal manager and former member of Teamster Local 135; Orville 'Smiley' Graham; Roy Wiggam, and Max Miller. Second row, left to right, Bow Wilhoit, Jack Hosier and Carl Ward. Third row, left to right, George Heagy, Bob Hubble and John Parkinson. Not present for picture were John Games and Raymond James.

77 MILLION AMERICANS

IF ENOUGH books continue to be published on the subject, the nation's political leaders soon will have to admit that our Horatio Alger myths are crumbling faster than ever in our history: The rich are staying rich and the poor are getting poorer.

Impoverishment and deprivation have become a way of life in the United States. It has reached the point where annual income of \$6,000 is hardly enough to keep family noses above water.

The great peril of the condition is that it is so widespread in a period of technological advance when our employment force is lagging far behind the rate of population growth.

Four volumes published in recent months illustrate the wage earners' desperate position today.

Perhaps the most damning indictment is described in, "Poverty and Deprivation in the U.S.," published by the Conference on Economic Progress and subtitled, "The Plight of Two-Fifths of a Nation." The volume uses federal statistics to show:

—38 million Americans live in poverty.

—Another 39 million Americans live in deprivation.

Other recent publications illustrate the situation further. Michael Harrington's, "The Other America," paints a heart-breaking picture when he emphasizes that much of the poverty is chronic.

Gabriel Kolko in, "Wealth and Power in America," comes to the conclusion that the lower 40 per cent of wage earners have slipped backward in the race to get a fair share of personal income.

Robert J. Lampman in, "The Share of Top Wealth-Holders in National Wealth 1922-56," reveals that while all groups have enjoyed increased wealth during the period of which he writes, the top group has received a steadily increasing portion of the income pie.

These conclusions from four directions of economic study show indisputably that more than 40 per cent of the U. S. population lacks an adequate standard of living. More accurately, 77 million do not have the spending power to attain the standard of living offered in the market place.

The Kennedy Administration fails to comprehend the state of our economically-tattered citizenry. The Administration has announced plans to cut income taxes top-to-bottom this year or next. The theory is that private spending will be spurred by the cut.

But a tax cut for a family with \$6,000 means only that the additional few dollars available will be spent for something badly needed. Meanwhile, the heavy income earner will bank his new surplus and the aim of the tax cut—to increase consumer spending—will be defeated.

Under Kennedy's plan, more of the

nation's personal income will go into savings than ever before. Money will be taken out of circulation. The ability and desire to increase the Gross National Product will be further inhibited.

As put by Bernard D. Nossiter, economist-writer for *The Washington Post*, recently:

"A more equitable distribution would mean that more of the money freed by the tax cut would flow into consumer outlays and less would leak away into saving. This characteristic of income and spendings also affects business investment."

President Kennedy is politically astute in taking such an approach to using the national paycheck as a tool to entrench his Administration.

Harrington discusses often the minimal political awareness of the poor. Lampman and Kolko reflect indirectly the political power concentrated in the hands of the interested rich.

In other words, the President can afford politically to cater today to the wealthy while ignoring the impoverished. Blighted wage earners, busy scrabbling for food and shelter, seldom set aside time to cope with the political aspects of their position in American society.

Lampman's book, using the indicator of stock ownership as a sign of wealth, describes the wealthiest 1 per cent of the nation's adults as owning more than 75 per cent of corporate stock 10 years ago. Since 1953, the wealth has become still more concentrated.

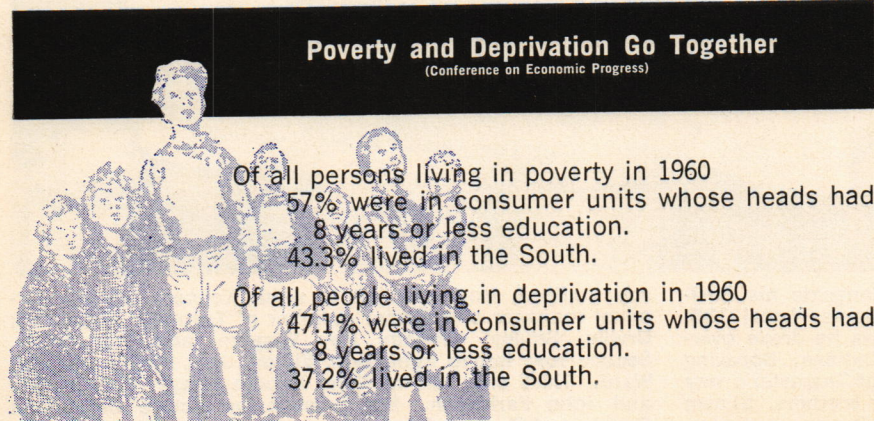
Kolko's study unearths the startling fact that the base of wealth or near-wealth has broadened at the expense of the poor.

He found that the biggest income gainers in the past 30 years have been the second and third richest "tenths" of the nation's population. The group includes professional men, lower echelon managers, and successful small businessmen.

While the second and third highest "tenths" were increasing their share

Poverty and Deprivation Go Together

(Conference on Economic Progress)



Of all persons living in poverty in 1960
57% were in consumer units whose heads had
8 years or less education.
43.3% lived in the South.

Of all people living in deprivation in 1960
47.1% were in consumer units whose heads had
8 years or less education.
37.2% lived in the South.

HAVE LITTLE MORE THAN



of all income from 22 per cent to nearly 28 per cent, the poorest three-tenths dropped from 14 per cent in 1910 to 10 per cent in 1929. The ratio has decreased another 1 per cent for the poor since 1929.

U. S. Commerce Department figures support Kolko's idea that the poor are becoming poorer.

The department's measurement of income shares—published last April—shows that the share of after-tax income going to the wealthiest 5 per cent in the nation was unchanged in the five years ending in 1960. Simultaneously, the bottom 40 per cent slipped from 17.1 to 16.4 per cent of the total income.

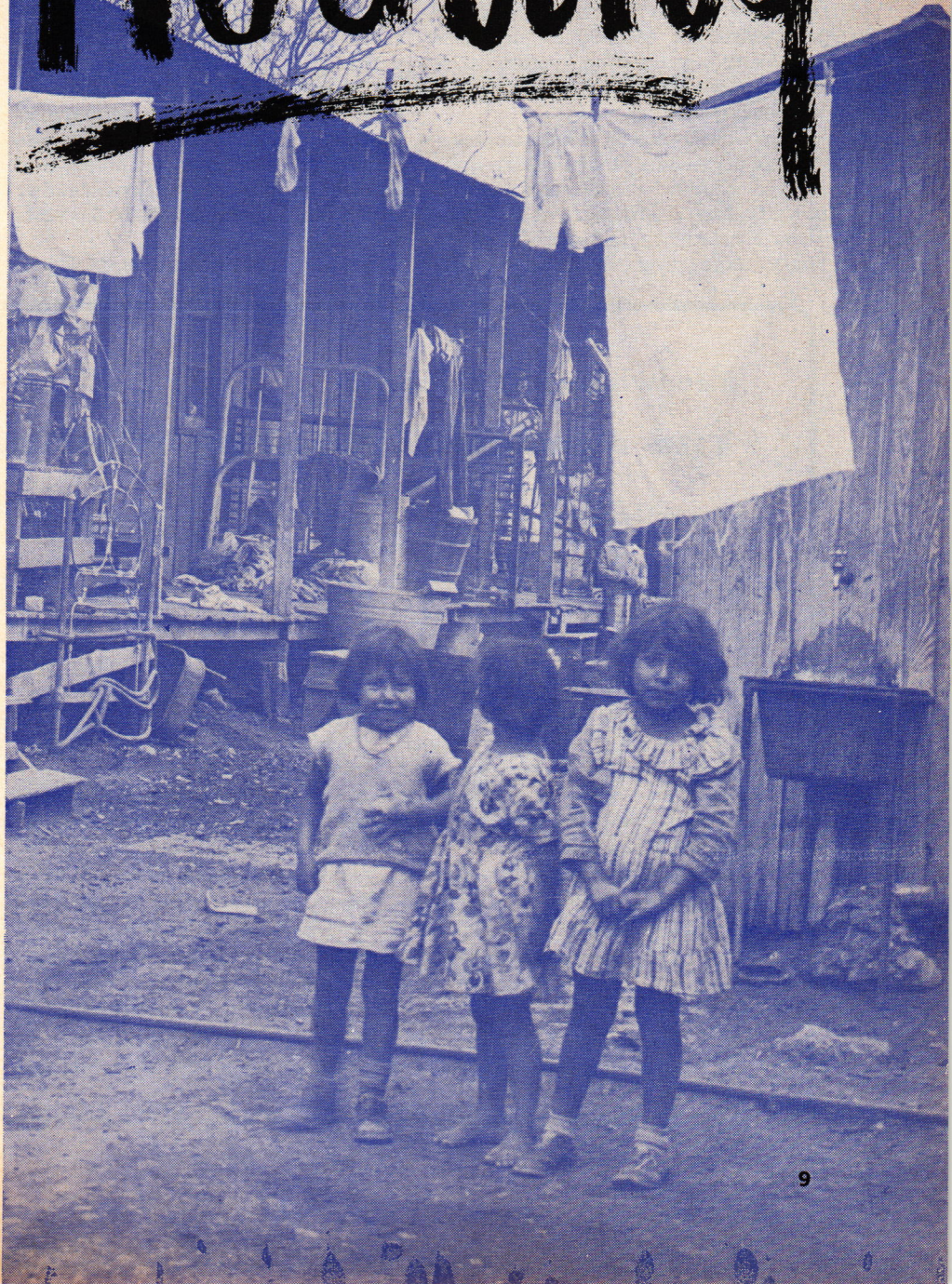
Clearly, the impoverished and deprived who need more money to spend and would spend it if they had it, are receiving less and less income for their toil. At the same time, wealthier Americans add to their savings while spending about the same as they always have.

The business community is severely affected by this low-gear cycle powered by millions of low-spending consumers. Plant investment, production, employment, etc., all are retarded.

Probably the most emphatic reminder that something is wrong with our income distribution is ultimately expressed in our employment totals. Fewer workers are needed to produce less goods for weak consumers. It is true that automation has had a great impact on employment totals. But automation cannot be blamed for all the joblessness.

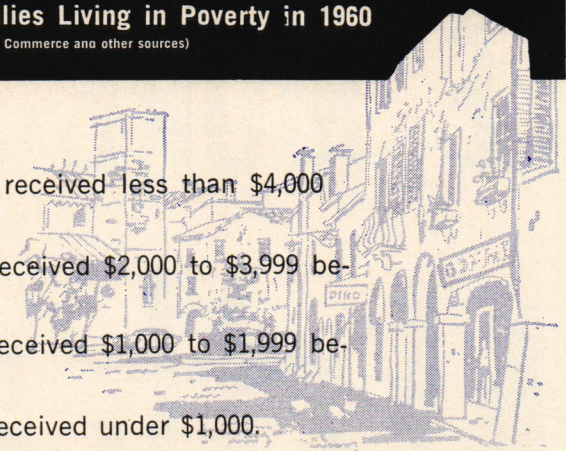
Between 1956 and 1961 the U. S. labor force participation rate dropped

Nothing



Multiple Person Families Living in Poverty in 1960

(U. S. Dept. of Commerce and other sources)

- 
- 10.4 million families received less than \$4,000 before taxes.
 - 7.1 million families received \$2,000 to \$3,999 before taxes.
 - 2.3 million families received \$1,000 to \$1,999 before taxes.
 - 1.0 million families received under \$1,000.

from 59.3 per cent to 58 per cent. Most likely it will fall below 57 per cent this year. Our labor force *declined* for the year ended in June, 1962, by 85,000. We should have had an increase of 650,000 to meet employment needs—even before considering the problem of reducing existing unemployment.

The Conference on Economic Progress, in offering its proof that two-fifths of the country's inhabitants live in poverty and deprivation, took President Kennedy to task for failing to make more progress toward solving

the problems of technology, automation, and economic growth.

Noting that U. S. economic growth during the past nine years has been half the needed rate, and that the current economic recovery is stalling dangerously, the report warned:

"Unless we quickly determine to do much better, and adopt programs realistically suited to this purpose, the conversion of the new technology and automation into a Frankenstein rather than a blessing will mount in the years shortly ahead."

Serving unmet human needs should

be the primary goal, according to the CEP, under both private consumption and public programs. Prime needs include better education, health service, housing, social security wage standards, and less unemployment.

"The most obvious unmet needs in the United States," asserted the CEP, "are concentrated among the more than two-fifths of a nation who still live in poverty and deprivation."

The greatest need cited in the report was the "opportunity to earn much higher incomes through the enlarged job opportunities, the general upgrading, and the more rapid advance of real wages which result from high economic growth and maximum employment and production."

Regarding high wages, the CEP deplored President Kennedy's "excessive emphasis upon wage restraint for the alleged purpose of preventing price excesses and improving our international trade position, reflects a fundamental misreading of economic realities both past and prospective." (This was a portion of the report totally ignored by the nation's daily newspapers.)

The CEP said there was a need for a "quicken sense of obligation" to meet the human requirements in the second industrial revolution now enveloping the U. S.

Meanwhile, in D.C. Society

The Powerful Wealthy Play at Poolmanship

"POOLMANSHIP at Hickory Hill Party," read the headline on a dispatch written by Betty Beale for the June 20 edition of *The Evening Star*, Washington, D. C.'s conservative newspaper. Betty Beale's story began:

"Attorney General and Mrs. Robert Kennedy gave another of their beautiful outdoor dinner dances at their country place the other night—this one for the Peter Lawfords—and three facts emerge from the evening's fun . . ."

Betty Beale went on to explain that Astronaut John Glenn "bears a charmed life," Bobbie's wife Ethel "likes to live dangerously," and "poolmanship is an integral part of Hickory Hill."

It was a New Frontier ball. There were 300 guests. The dance

floor extended from the "very edge of the pool" to the back fence of the McLean estate, "having served first as a setting for small dinner tables for half that number."

Japanese lanterns decorated the garden. Helium-filled pastel balloons were strung around the pool. There were "lovely, old-fashioned, Renoir-type bouquets of flowers" on the buffet table.

The center of attention, however, was a plank stretched across the swimming pool. Perched on the plank were a small table and three chairs, "one for the hostess, one for Astronaut Glenn, and one, it was said, for Justice Byron White, although he never did sit there."

Hostess Ethel's chair fell off the plank and in she went into the pool, "evening dress, shoes and all."

Astronaut Glenn, who kept dry when landing his space capsule in the ocean, kept his record clean. He did not fall in.

"Mrs. Kennedy, of course," wrote Betty Beale, "changed and returned to her guests as indefatigable as ever and danced every dance."

Before the evening was over, Arthur Schlesinger, special assistant to the President, also went into the pool. Somebody pushed him. He was wearing an "impeccable light blue dinner jacket" that got all soggy. Bobbie gave Schlesinger a new coat to wear.

Mrs. Spencer Davis, "an intimate friend of Mrs. Kennedy," also went into the pool. Somebody pushed her "and in no time at all

Is the figure of 77 million impoverished and deprived Americans an imaginative one? Not according to the records of the U. S. Department of Labor and the Census Bureau.

Federal files reveal that in 1960 there were nearly 10.5 million multiple-person families with annual income of less than \$4,000. There were nearly 4 million unattached individuals with annual incomes of less than \$2,000. They totaled 38 million Americans—more than one-fifth of our population.

The same files expose a condition of deprivation, that is, people above poverty but short of minimum requirements for a modestly comfortable level of living. There were nearly 10.5 million families with incomes from \$4,000 to just under \$6,000. There were more than 2 million unattached individuals with incomes from \$2,000 to just under \$3,000. They totaled more than 39 million Americans—another one-fifth of the population.

The CEP made a comparison:

“At the opposite extreme, living at or above what might be called the affluence level, there were 3.5 million families with incomes of \$15,000 and over, and less than one-half million

Combined Poverty and Deprivation in the United States (Regionally)

(Based on U. S. Census Bureau statistics)

Region	Multiple Person Families	Unattached Individuals
South	68%	78%
North Central	53%	65%
Northeast	50%	63%
West	44%	59%

unattached individuals with incomes of \$7,500 and over. They totaled about 12.5 million Americans, or about 7 per cent of the population. A fraction of these lived in wealth.”

There is not room to quote the breakdown of the depressing figures of low income rampant in the country today as outlined by the CEP, a non-profit, non-political organization engaged solely in economic research and publication.

Suffice it to say that the CEP de-

cried the growing complacency about poverty and deprivation in the U.S. (The complacency was never better illustrated than in the flippant manner in which John Kenneth Galbraith—a witty economist appointed ambassador to India by President Kennedy—coined the notion of our “affluent society” a few years ago.)

It should be noted, however, that the CEP established a boundary of income requirements for various levels of living in the U.S. today:

Sarah Davis was outfitted in a perfectly lovely dress of Ethel’s.”

“Outside of the pool sports,” wrote Betty Beale, “the party went off without a hitch . . .”

Nobody pushed Labor Secretary Arthur J. Goldberg into the pool.

Nobody pushed Agriculture Secretary Orville Freeman into the pool.

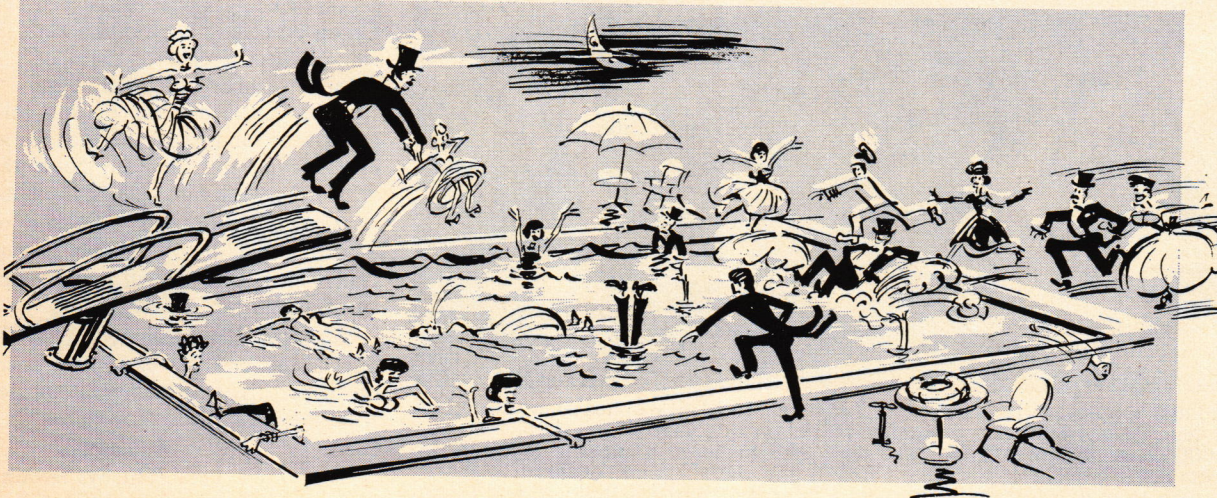
Nobody pushed Welfare Secretary Abraham Ribicoff into the pool.

Nobody pushed Assistant Secretary of State Averell Harriman into the pool.

Nobody pushed Sen. Stuart Symington, his singing son James, or Eunice Kennedy Shriver into the pool. Ethel’s relatives from the

Skakel family also stayed dry as did Deputy Attorney General Nicholas Katzenbach, a sprinkling of Presidential aides, and some of the “young married set.”

Hickory Hill parties for the wealthy unemployed, the wealthy self-employed, and the wealthy government-employed are wild indeed.



—The poverty level for families is annual income under \$4,000.

—The deprivation level for families is income between \$4,000 and \$5,999.

—The deprivation-comfort level for families is income between \$6,000 and \$7,499.

—The comfort-affluence level for families is income between \$7,500 and \$14,999.

—The affluent or higher level for families is income of \$15,000 and above.

In short, the CEP income ladder—on which 77 million Americans cling to the bottom rung—knocks the stilts from under Galbraith's fancy affluent society.

* * *

The Conference on Economic Progress did not merely describe a condition of new or used rags worn by 77 million Americans—and then shut up. It offered some ideas to achieve a main goal of reducing the poverty and deprivation step by step. The government should:

—Set higher and more realistic goals which define our potentials and priorities of need, and adopt more consistent and comprehensive policies for their achievement.

—Increase the federal budget (with adequate economic growth, the budget would not increase in size relative to total national production).

—Enlarge transfer payments under social security and related programs, in view of the extremely low incomes of recipients.

—Reduce the tax burden on low-income families to stimulate consumption toward higher economic growth while reducing poverty and deprivation.

—Liberalize the monetary policy, moving away from the tight-money attitude.

—Attack farm poverty with a further improved farm program.

—Increase and broaden minimum wage standards consistent with reasonable price stability.

Wages and the public interest, incidentally, were treated by the CEP as almost one and the same thing:

“The sharp shrinkage in the rate of wage rate increases in recent years is a warning signal rather than something to be applauded; there has been recently and still is a pronounced tendency for wage rate increases to lag far behind productivity gains.

“Current pressures seem to be having the net effect of inducing large-scale industry to repeat rather than to reverse the unbalanced relationships between prices and profits and wages, and thus between investment and consumption, which have characterized the recent years under review.

“We are in no real danger now of ‘wage-induced inflation.’ To the contrary, we are in grave and increasing danger that wages, including wage rates, will not expand enough to make their necessary contribution to the adequate expansion of consumption.”

* * *

The story is clear. Too many Americans lack the income they need to rise above poverty and deprivation. Additionally, there is the threat of decreasing income for those 77 million Americans stuck in the muck of the affluence rut.

Prospects for the poor and deprived to gain adequate food, clothing, and housing remain dim. The land is peopled with millions of citizens getting poorer no matter how persistently they struggle.

President Kennedy's Administration must face this social and moral problem before the nation can progress in any humanitarian direction.

John W. Bixler Writes Letter Of Appreciation

Francis J. Murtha, executive secretary of the Central States, Southeast and Southwest Areas Pension Fund, recently received the following letter dated June 14, 1962, and forwarded it to General President James R. Hoffa:

“I wish to thank the rank and file of the Teamsters Union from Jimmy Hoffa down through the rank of officers and employees, members of the Teamsters Union, for my check of \$600 (April 1 to June 1, 1962) and being placed on the Retirement Pension for the next five years at \$200 per month.

“I am most grateful, thankful, and proud of being a part of the Teamsters Union especially back in the early 30's when I was a charter member. The union member at that time was scorned and ridiculed by his fellow employees and was threatened with every device the company could think of to brainwash him against the Union.

“I stood my ground. I and my wife took a lot of insults. I feel now that I am being rewarded in my remaining years for those earlier efforts.

“I wish the continued growth of our Union and the continued success of all persons and members connected with the Teamsters movement.”

Sincerely,
John W. Bixler,
Local No. 24,
Akron, Ohio

Dedication



The annual employers day picnic at Teamster Local 688's health and medical camp near Pevely, Mo., had an added attraction this year when the camp's new \$100,000 water treatment plant was dedicated in honor of Roland Maurath, retiring employer trustee of the local's health and welfare fund. Maurath (right) is shown with Harold J. Gibbons, executive vice president of the International Union, secretary-treasurer of Local 688, and brain trust behind the camp and Local 688's Labor Health Institute.

Striking examples of the advantages of the residential rehabilitation in New Haven's Wooster Square Urban Renewal Project are seen in photos on this page. At right is three-family residence before rehabilitation by the property owner.



New Haven's multi-million dollar urban renewal program, which has brought to this 324-year-old Connecticut city a national reputation for its pioneering development work and for the scope and daring of its program, is led by a Brother Teamster, one of the earliest and savviest practitioners of the art of rebuilding American cities.

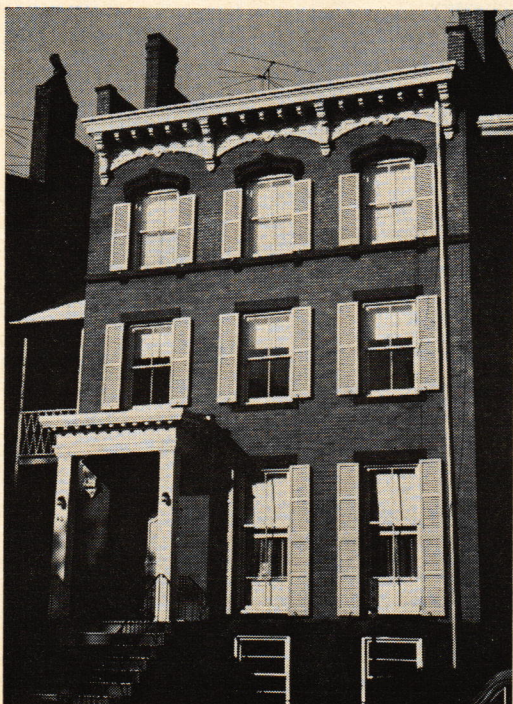
Mathew Ruoppolo, President of New Haven Local 443, is Chairman of the New Haven Redevelopment Agency and from that critical position guides the destiny of the bold program which has ripped out the decaying heart of the city and is replacing it with a new department store, a new hotel, new office buildings, new retail stores, new highways, and new parking facilities.

It is fortunate that Brother Ruoppolo has taken the reins, for in the climactic months ahead the program will require a skilled and familiar touch. He helped establish the Re-

Connecticut Teamster Heads Urban Renewal

New Haven Benefits from Union Leadership

Here is residence above after it had been renovated to meet all requirements of safety and sanitation, a proud addition to city housing.



development Agency in 1950, through petition to the state's Legislature, served on it from the start and is today the sole original member still active, enjoying reappointment by both Republican and Democratic Administrations.

He was instrumental in developing and approving the city's first slum clearance project, the Oak Street Redevelopment Project, and has been close to the city's expanding program since. He was advanced to Vice-Chairman in 1956 and to Chairman early this year.

As Brother Ruoppolo explains, what makes New Haven's program revolutionary, aside from its rebuilding of the city's center, is its total community approach. This means that, while the Redevelopment Agency is destroying slums in one part of the city, it is taking steps to see that blight is prevented from taking hold elsewhere. It means, too, that all displaced families are relocated in safe,

decent and sanitary housing; it means the provision of new community facilities—schools, playgrounds, health, libraries, sanitation, streets, parking—required for normal urban living; new opportunities for business and industry and an expanded tax base; the provision of new expressways to serve the city's commerce; rehabilitation and preservation of the older and finer neighborhoods; it means, finally, creating a new city out of the slums of the past—with emphasis on human values as well as on brick and mortar.

This imaginative approach to community rebuilding has caught on and New Haven is today a model for all medium-sized cities in the nation

lighting, a new elementary school, a new library.

Brother Ruoppolo estimates that Federal funds allocated to the city total \$35,477,532 and local contributions to project costs add another \$18,667,464, apportioned as follows: Downtown Church Street Project, \$20,000,000; Oak Street Project, \$5,000,000; Wooster Square, \$13,000,000; Dixwell Area, \$11,000,000.

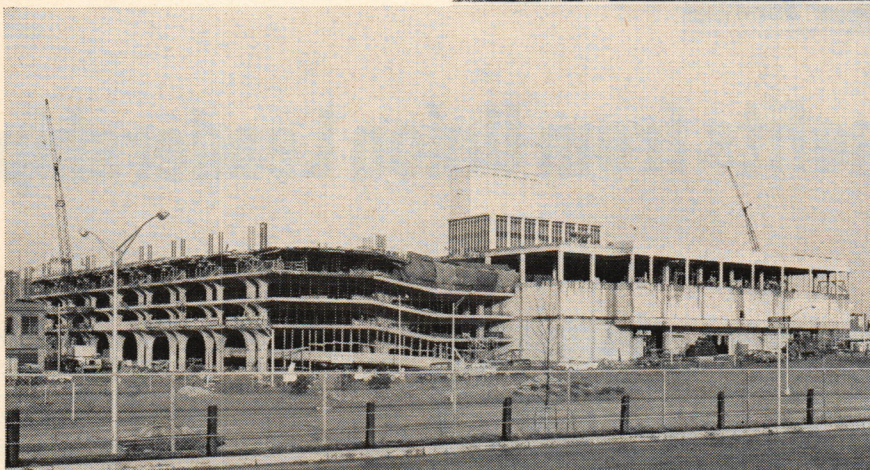


Mathew Ruoppolo

New construction rises (below) on New Haven's skyline as the \$5,500,000 Downtown Parking Garage, accommodating 1,500 cars, and \$5,000,000 Edward Malley Department Store approach completion. In background is \$4,500,000 headquarters building of First New Haven National Bank. Scenes are of New Haven's Church Street Project.



In the former Oak Street slum area, two high-rise apartment buildings (above) add beauty to New Haven skyline. Madison Towers, at left, and University Towers, cost nearly \$10,000,000, add nearly \$500,000 in taxes.



seeking to build for the future, according to Ruoppolo.

New construction in the city's five project areas has reached \$87,000,000 to date; the total will well exceed \$100,000,000 within another year. Rehabilitation costs—the sum private property owners have spent to renovate their residences and business buildings—has amounted to some \$10,000,000.

\$10 Million Added

Redevelopment-stimulated municipal construction has added more than \$10,000,000 to the total, the sum including the cost of two new high schools, new streets, a business-industrial park, new playgrounds, street

Teamwork Is Key

Brother Ruoppolo feels that the success of the program rests on continuing smooth teamwork among the members of the Redevelopment Agency, its staff, the business community, the citizens and, of course, the city administration.

He says he cannot emphasize too strongly the vital role played by Mayor Richard C. Lee in marshaling public support for the program in its early stages and in explaining the need for the program. And he pays due credit to the leadership provided by his predecessors, former Chairman Frank O'Brien, a banker, and Harry Barnett, a retail executive.

dent of the DRIVE Ladies Auxiliary in Connecticut.

Many Firsts

"Firsts" come easy to Brother Ruoppolo. As he was a founding member of the Redevelopment Agency, so was he one of the original organizers of the Teamsters Union in Connecticut, back in 1933.

He served the local as recording secretary, trustee and assistant business agent until 1937, when he returned to driving a truck in the firm established by an uncle.

He gave up driving in 1940 to work actively for the local and a year later was elected President and Business

Representative. He has been re-elected ever since.

During his tenure, with the capable assistance of Secretary-Treasurer John A. Pisano, 443 has grown from a membership of 1,200 in 1941 to more than 3,000 today. Gains for the membership these past 21 years include substantial wage hikes, full Health and Welfare Benefits for the member and his family, a favorable pension plan making early retirement possible, and a new dental care plan for the whole family. These fringe benefits are financed by the employers. Every major trucker in the state is organized.

Brother Ruoppolo has served his community and state in various capacities. He was a member of the Office of Price Administration during World War II and received a certificate of merit for outstanding service. He was vice chairman of the New England Council of Teamsters in 1947-52; is a past member of the State Board of Mediation and Arbitration, President of St. Andrew's Apostle Mutual Aid Society, member of the Meilebus Club, the New Haven Citizens Action Commission and the New Haven Safety Council.

Local 443 has had three homes in recent years, each move necessitated by the requirement of additional space. (Connecticut Joint Council 64 also makes its headquarters at the Local office.) Right now the local occupies modern office space in a large building.

But as might be predicted in a city where so much is happening, the building is in the path of Interstate 91, part of the Federal highway system. Local 443 is seeking to purchase a new site, and with Brother Ruoppolo leading the search the bet is that they'll settle on a choice spot in—where else?—one of Brother Ruoppolo's redevelopment projects.

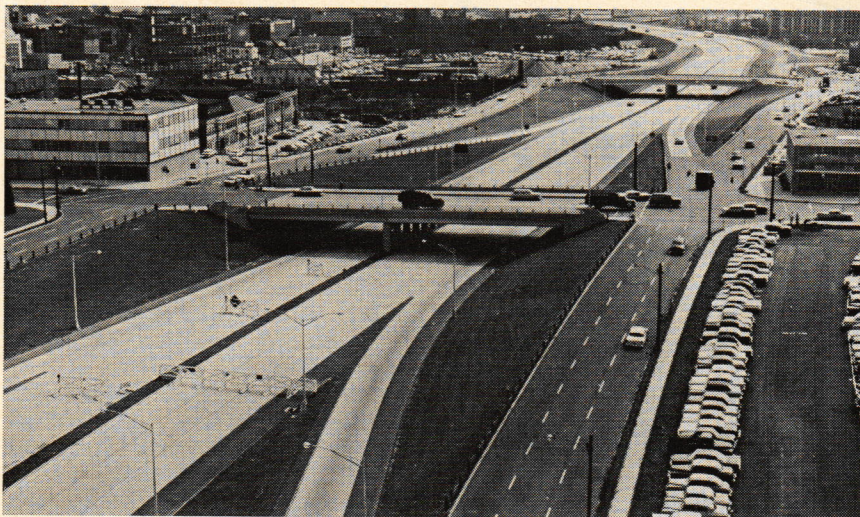
● Freedom Lacking

Complaints about the lack of freedom of government information are on the increase according to a special subcommittee of congress.

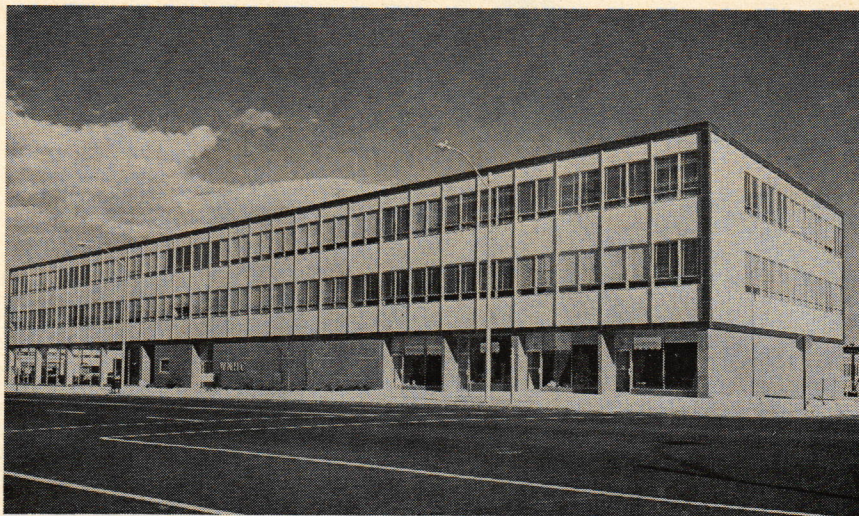
Rep. John E. Moss (D-Calif.), chairman of the special subcommittee on government information, said recently that while there were 29 complaints filed in the final six months of the Eisenhower administration, 33 complaints were made in the first six months of the Kennedy administration.



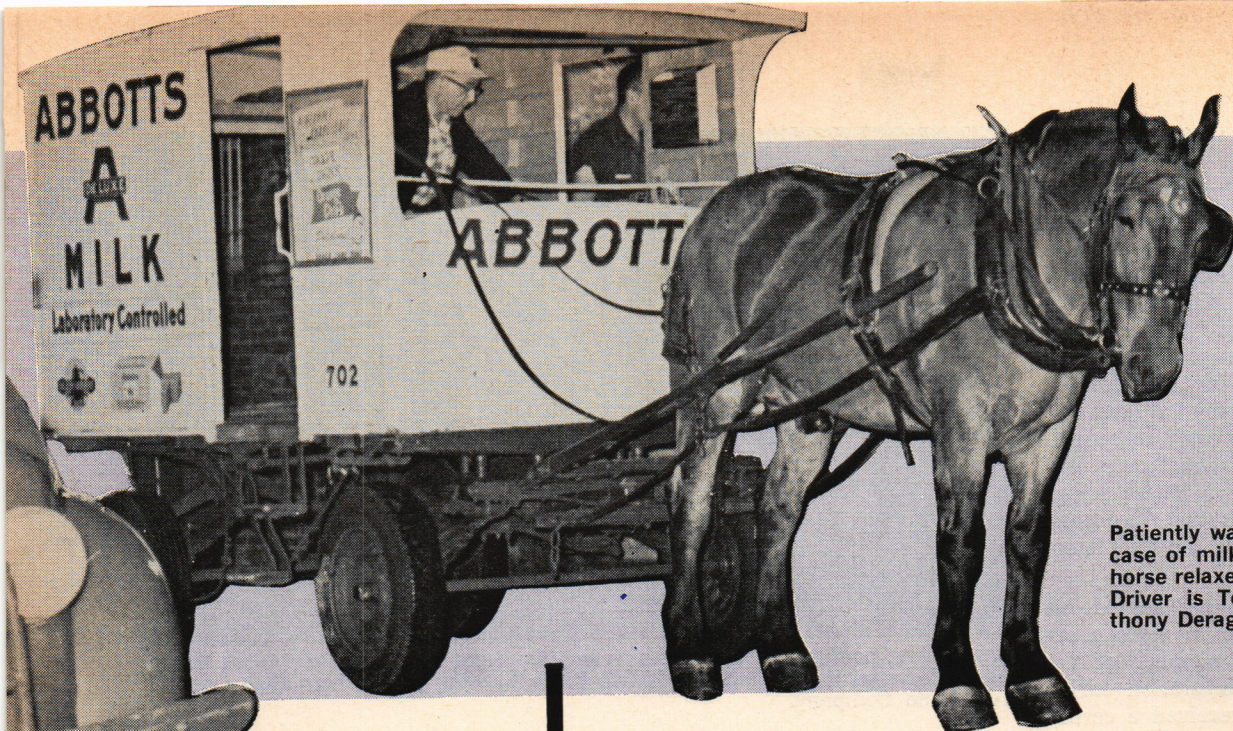
One of first commercial structures to be completed in New Haven's Oak Street Redevelopment Project is \$10,000,000 office building of Southern New England Telephone Company.



Speeding the flow of traffic into the heart of downtown New Haven is the \$10,000,000 Oak Street Connector, a link of the Connecticut Turnpike. The super-highway was built on land in the former Oak Street slum area.



Another commercial building constructed in New Haven's Oak Street Redevelopment Area. The \$1,500,000 office-retail structure houses merchants displaced by redevelopment. The three-story modern building has off-street parking facilities.



Patiently waiting to hear the last case of milk hit the tailgate, this horse relaxes at loading platform. Driver is Teamster member Anthony Derago.

They Still Deliver MILK with Horse and Wagon in Philadelphia

A LITTLE BIT out of the past is still very much a part of today on the narrow streets of Philadelphia where horse drawn wagons still take milk to the home delivery customers of Abbotts Dairies, Division of Fairmont Foods, Inc.

Teamsters making delivers on the 33 horse-drawn routes in South Philadelphia are members of Local 463 and are believed to be the only Teamsters in the country with just one horse power pulling their rigs.

Along with the tradition and nostalgia, there is a very practical reason why Abbott Dairies plans to keep its horse-drawn operation going in the age of automation. Teamster John Ciatteo, a milkman for over 11 years, has the biggest volume route in the dairy, larger even than those retail routes delivered from a truck.

Ciatteo gives much of the credit to his horse and wagon and the trouble they save him, thus leaving him free

to service his customers as he thinks they should be served.

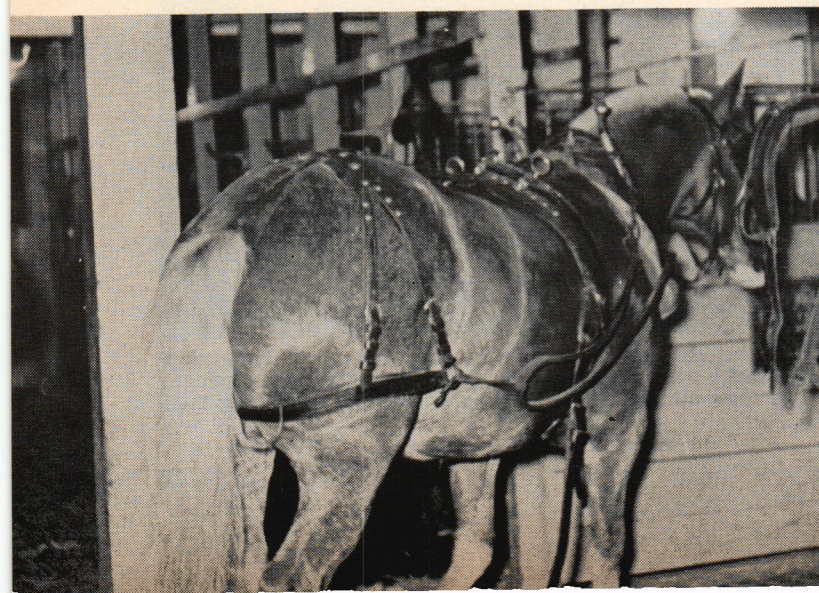
On the narrow streets of South Philadelphia, the horse and wagon operate freely and unencumbered where a truck would prove a nuisance.

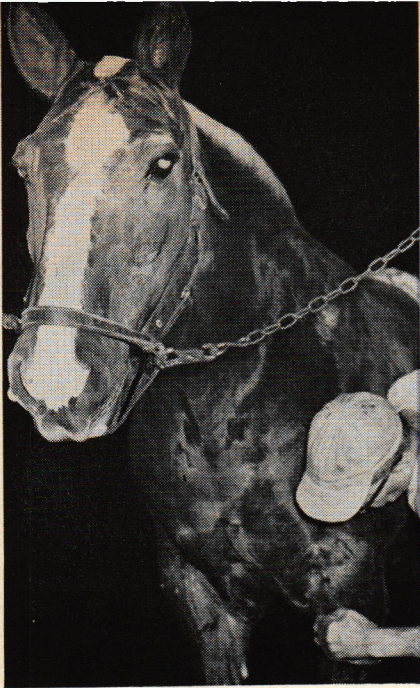
There are problems, however, when one's fleet is powered by horses. For example, where does one get new horses to replace worn out ones, how do you depreciate a horse for tax purposes, where do you find a good blacksmith to shoe the animals, and where do you find a good milkman among the younger generation who knows which end of the horse to point toward the intersection.

Stableman Sprawling Grant, member of Local 463, hitches up horse to wagon before Teamster driver arrives.

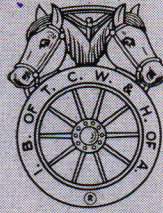


Harnessed and ready for work, this faithful old steed never fails to start on a cold winter morning, requires a minimum of upkeep, is shown here making its own way to its wagon.





After a hard day's work, horses are brushed and groomed by Stableman Dick Quinn, Local 463.



Kissing cousins wait for their drivers to lead them off for their day's work.



Abbott Dairy has established one truth concerning horses which organized labor has tried to establish about men—that older horses need not be shuttled off to the glue factory and be replaced by colts.

The average age of Abbott horses is over 20 years. During a physical examination given to the Abbott stable recently by Olive K. Britt, D.V.M., of the University of Pennsylvania veterinary hospital, seven horses were found to be over 30 years of age, and these horses have spent most of their lives serving milk routes for Abbotts Dairy.

Once on the route, the Abbott horse begins his slow, uninterrupted pace

down the narrow street while the driver services customers from the tail gate of the wagon. Once at an intersection, the horse stops until led through, and then begins the slow steady pace down the street.

If the milkman can keep the bottle quiet, there is no customer complaint because of horse noise, as these steeds are fitted with rubber shoes instead of iron. Abbotts Dairy is fortunate to have Blacksmith Dennis Bonner who makes a weekly stop at the stable to keep the horses properly shod. Should an emergency arise, stableman Arthur Branch can prevail against temporary shoe difficulties. Stableman Edward Doherty, a young Irishman just over from the Isle of Green, too is learning

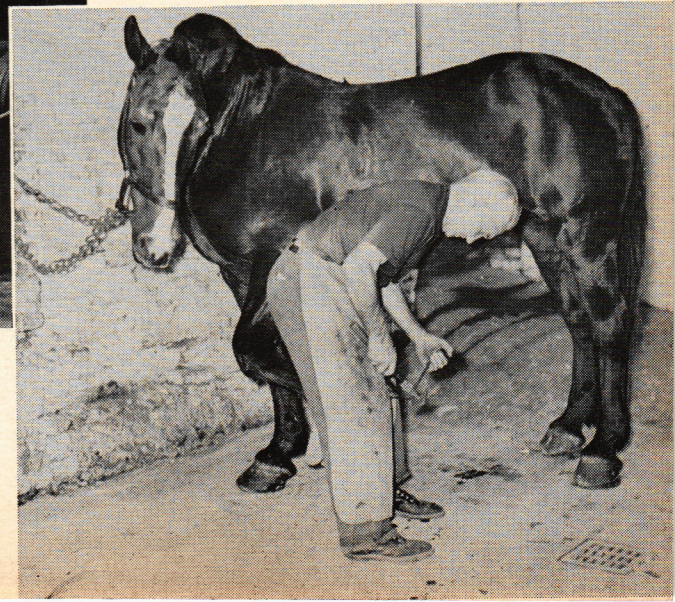
to shoe the horses. Doherty, only a member of Teamster Local 463 for a short time, was chosen from some 60 applicants who answered an ad for stablemen placed in a local newspaper.

The old gray mare has found fewer and fewer useful jobs to perform in the ever increasing automation of America, but in Philadelphia, on at least 33 milk routes, Old Dobbin performs a useful function and Abbott milk must taste better for a couple of reasons:

1. Delivered by horse drawn wagon it recaptures a bit of the romantic past.
2. The driver is a true Teamster, and union-delivered milk always tastes better.



"Don't you have something in suede," seems to be the thought of this Abbotts delivery horse, as Blacksmith Dennis Bonner replaces a worn shoe. Abbotts horses are checked by Bonner once a week.

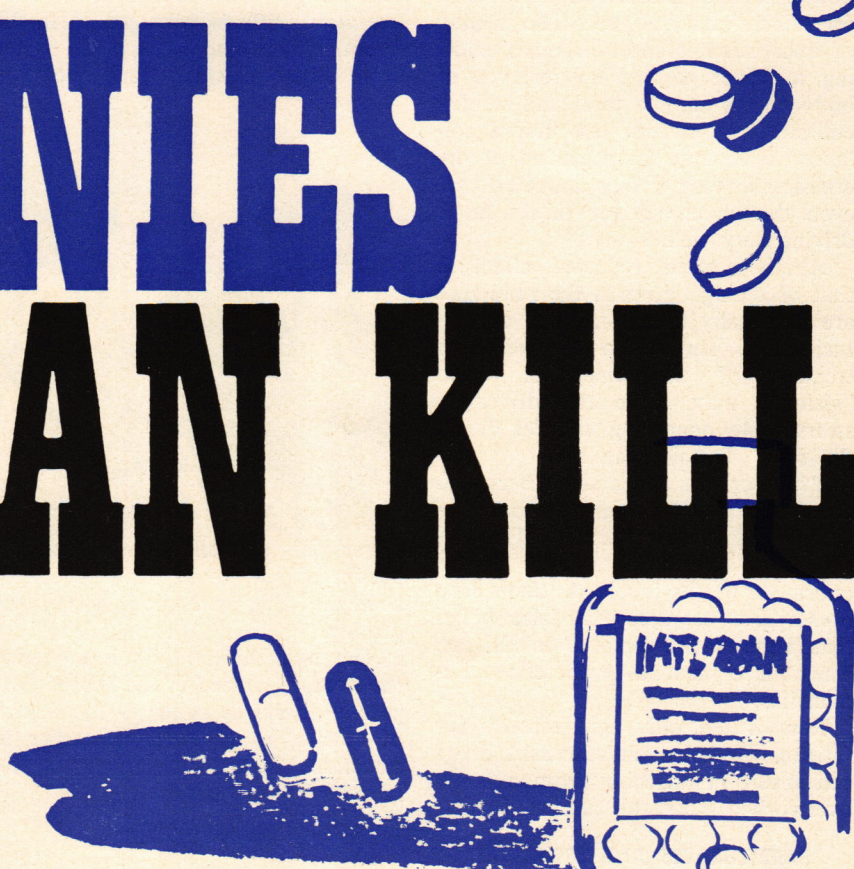


While waiting to load at the platform, Old Dobbin sneaks a look at the modern tractor trailer which helped put his brothers out to pasture.



***DRUGS and DRIVING mix about as well as
fuel and fire...***

BENNIES CAN KILL YOU



DRUGS and driving mix about as well as fuel and fire.

While the drunken driver is high on the list of highway killers, alcohol is not the only cause of intoxication. Authorities are becoming more concerned over the threat to highway safety from drivers "under the influence" of drugs.

Drugs involved range from true narcotics to stimulants, tranquilizers, sleeping pills, and even some cold remedies such as antihistamines.

Numerous drugs are widely used to treat such common ailments as nervousness, overweight, high blood pressure, and hay fever. People do not realize the effect drugs may produce on driving ability, and are capable of innocently contributing to danger on the streets and highways.

The Food and Drug Administration notes that because some dangerous drugs can be obtained without prescription—despite legal requirements to the contrary—some people use

them for their "side effects" or for reasons other than their intended medical purpose; for example, the use of stimulants to keep awake while driving.

Controlled use of drugs by a person under a doctor's care brings with it safeguards that avoid danger. Uncontrolled use of drugs, however, is dangerous to the health and welfare of the user and the safety of others.

Here are some facts about the dangers of drugs and precautions to be taken when driving, according to the Food and Drug Administration which has made exhaustive studies of the subject.

AMPHETAMINES

Amphetamine drugs have many nicknames, some innocent sounding—"bennies," "pep pills," "thrill pills," "co-pilots"—which conceal the seriousness of uncontrolled use.

The amphetamines are useful in treating certain illnesses when used

under medical supervision. Carelessly used, they can be very harmful to the health of the user, and make it unsafe to operate a motor vehicle.

Legally, amphetamines can be sold only in drugstores and then only upon a doctor's prescription. This is for the protection of the user. Anyone who uses "bootleg" channels to avoid the prescription requirement not only contributes to a violation of the law, but also runs the risk of being "hooked" to habitual use, with all the degradation and misery that follow.

It is commonly believed that amphetamines are no more harmful than a cup of coffee; also that a person can drive without sleep and never miss it. Both notions are false. Both notions are dangerous.

Amphetamine may increase alertness and efficiency for a short time, but this effect may be followed by headache, dizziness, agitation, irrita-

bility, decreased ability to concentrate, and marked fatigue.

The most important fact for drivers to consider is that excessive, unsupervised use interferes with the body's normal protective symptoms of drowsiness and fatigue. The feeling of exhaustion is short-circuited, causing a driver to use up reserves of body energy until a total and sudden collapse may occur. But before collapse, there may be a period of decreasing driving ability and alertness, even though the driver thinks he is driving very well.

Another often reported effect is that of seeing things in the road that are not really there—mirages or hallucinations similar to the delirium tremens of the alcoholic. Such "visions" may cause the driver to swerve into oncoming vehicles or off the road. Bennies can kill.

Truck drivers and many others who constantly use the highways are victimized by unscrupulous and illegal dealers in amphetamine drugs for the enormous profits involved. Such drug bootleggers promote the false belief that bennies are helpful to drivers. They place personal profit above human life.

Rest is the only safe remedy for fatigue. Reliance on stimulant drugs can result in anything from a badly overworked heart to sudden death.

BARBITURATES AND SEDATIVES

Barbiturates are very useful medicines to calm nervousness and produce sleep in persons with medical problems. However, they are habit-forming and by law may be sold only upon prescription.

Uncontrolled use of barbiturates can lead to addiction more serious in some respects than true narcotic addiction. Barbiturates often are "pushed" by underworld peddlers promoting experimentation, knowing it may lead to habitual use, addiction to true narcotics, and another "hooked" customer.

Barbiturates also often follow excessive use of amphetamine drugs in an effort to slow down and get off the "jag." Amphetamine-barbiturate use may thus become a vicious cycle causing serious emotional and physical damage.

The excessive use of barbiturates produces symptoms similar in some respects to alcoholic intoxication. The person affected becomes drowsy and confused. He cannot coordinate his muscular action when he walks or stands, and sometimes reaches the point of collapse. He may experience

tremor of his hands, lips, and tongue. He has difficulty in thinking or talking clearly. A person so affected obviously is unfit to drive.

But even the occasional user of barbiturates will become drowsy and less alert. Effects vary greatly in different individuals. Even if the barbiturate dose is small and the time



under the medication is short, the person should make sure he knows how the drug will affect him before driving.

The best thing to do is to follow the doctor's advice in the use of these potent drugs. It is up to the doctor, of course, to give the necessary instructions where the drug is not identified to the patient.

TRANQUILIZERS

The descriptive term of tranquilizer is applied to a group of preparations that are, generally speaking, muscle relaxants affecting some reflexes to relieve mental apprehension.

While some tranquilizers are also used to reduce high blood pressure, their effect is largely on attitude and outlook.

However, in normal or larger doses, or with other drugs or alcohol, tranquilizers may result in sedation to the point of dizziness or drowsiness.

Obviously, tranquilizers may also pose a danger to the driver. They should be taken only under adequate medical supervision, with the doctor knowing that driving is contemplated.

ANTIHISTAMINES

Antihistamines are used—as the television doctors say—to relieve nasal congestion due to colds, to combat allergies, and for other purposes. Some may be purchased without prescription. Others are too dangerous for use without medical supervision.

Antihistamines may also cause side effects such as inattention, confusion, and drowsiness. In fact, some of

them are available for use as an aid to sleep. If the drug produces such results in a particular individual, then that person should not drive or operate machinery.

Whenever in doubt, observe label directions carefully and follow your doctor's advice about driving.

NARCOTICS

Since true narcotics are used primarily by doctors on seriously ill, usually hospitalized patients, these patients are not likely to be driving at all.

In the unusual situation where narcotic medication is indicated and the doctor permits driving, he undoubtedly will advise necessary precautions.

However, a narcotic addict—or a person "experimenting" with the wares of the dope peddler—is a real threat to highway safety.

Narcotics affect judgment, produce drowsiness, interfere with concentration, impair vision, and release inhibitions against reckless driving and other improper behavior.

DRUGS PLUS ALCOHOL

Everyone knows the dangers of driving while under the influence of alcohol. Not many know that the previously mentioned drugs threaten driving safety. Still fewer know that the combined effects of these drugs and alcohol may be exceedingly dangerous.

The combined results may be much more dangerous to health and to highway safety than the effects of either the alcohol or the drugs alone. The scientific term for the reaction effect is "synergism."

There are some common sense rules regarding drugs and driving. For example, if a doctor prescribes drugs to treat your illness, ask him about driving while on the medication.

Another rule is to avoid buying dangerous drugs from any pharmacist who may be willing to violate the law by selling them to you without a prescription order.

Don't allow filling station or truck stop operators to sell you any drugs. They may be good mechanics for your auto or truck, but your body is a much more valuable and delicate machine.

Finally, if you are offered any of the drugs mentioned under circumstances that arouse your suspicions, get in touch with the Food and Drug Administration office serving your area.



Standing together despite the troubles which have beset their personal lives and their local union, these striking Teamsters of Alabama raise their hands to signify their determination to win out over the anti-union forces brought to bear when Bowman Transportation refused to bargain following the local's successful effort to organize the workers.

Hard to Discourage

Alabama Teamsters Continue Battle with Scab Trucker

Teamster President G. Sam Webb of Birmingham Local 612 is a man with the tortured, haunted look of a combat veteran just off the firing line. Beseiged by anti-labor bigots, unjustly jailed, his family facing an uncertain future, there is no peace for Webb or for the rank-and-file members of Teamster Local 612. They feel their bitter fight for decent wages, hours and working conditions against Bowman Transportation Company, an anti-labor, union busting Southern operator, is just beginning.

"We came out to win," says rank-and-filer Ellie Bishop, "and we're going to see it through—all the way." Bishop, Webb and 20 other Teamsters were recently released from Birmingham's Jefferson County Jail after being held 71 days on a mutual \$200,000 bond. After more than two months of confinement, "reasonable bond" was finally set and the men were able to obtain release.

"It was a terrible experience," says Webb, speaking of the 10 week contempt of court trial and the 71 days in jail.

"There were fourteen of us (Teamsters) in one cell block and eight in another. We passed the time playing dominoes, reading the papers and talking about our situation. None of us really felt that it could happen to

us . . . not in America. But there we were—in jail, without hope of making bond, our families burdened with bills, our children disgraced in the eyes of some people."

The Teamsters prisoners were awakened each day at 4:30 a.m. by a man blowing reveille over the public address system with a paper horn. From that time until lights out at 8:30 p.m. was one long day after another of boredom. A small "day room" down the hall served as a community room where the men gathered for meals (generally pretty good) and to while away the long hours.

Visiting time for families was confined to one hour on Friday morning. At that time, the wives lined up outside the "day room" to catch a few minutes conversation with their husbands through two small plate glass windows. No children were brought to the jail.

For the most part, the burden of suffering went to the wives of the jailed Teamsters. "Big Sam" Webb's wife, Ruth, lost 12 pounds during her husband's confinement. She was worried and disturbed not only for herself and Sam, but for the couple's two children—aged nine and 13.

"It's hard trying to explain something like this to kids," Webb says. The Webbs had to rely on their neighbors for help. Ruth Webb was

particularly worried about the reaction of the other children in school. She was den mother of the Cub Scouts, and room mother of the fourth and seventh grades, so was well known at the school. As it developed, the teachers understandingly put out the word to the other students and consequently the two Webb children, unlike some of the other Teamsters kids, were spared what might have been a brutal experience of enduring the taunts of classmates. Another factor was that Mrs. Webb, as room mother, had chaperoned school trips to Moundsville, Alabama, and to the Catholic Shrine at Cullman, Alabama, and knew most of the children personally.

"People are funny," Webb says, recalling the experience of getting out of jail and walking down the street on union business. "Everyone I met seemed to understand why we were in jail—I mean for the cause of the union, and standing up for our rights as Americans. Clerks, people at the bank, store owners, all stood by us. When I came into the business places after getting out they were kind and considerate. It was a real comfort."

Despite the reassuring attitude of his friends, neighbors and the family pastor, Webb's ordeal was a living hell. One cause of this was the publicity given at the trial. Big Sam



A lonely sign stands where pickets once marched to protest Bowman Transportation's refusal to bargain. Forbidden to picket by state injunction, the Teamsters still point to the effectiveness of the strike. See trailers in the background. Before the strike, the local reports, Bowman operated more than 300 rigs and has only an estimated 30 on the road today.

lays a great deal of this to one major Birmingham paper, and to one individual reporter.

"If you were in the court during the day, and went out and read the paper reports of the trial, you'd wonder which courtroom the reporter was in," Sam says. But later, during their third month in jail, another reporter for the same paper did a round up of the Teamster's plight which Sam and the other men consider fair. Radio and television coverage lambasted the Teamsters at every turn.

War Records

Two other Teamster officials of Local 612 were jailed along with Webb—Secretary-Treasurer John Pierce, and Rudy Pulliam, business agent and organizer. Pierce was jailed solely because he was an officer of the union. A veteran of six years Marine Corps duty during World War II, Pierce holds the Navy citation. He took part in the Marine invasions of Bougainville, Tinian and Okinawa. Like Webb and Pulliam, he never thought he'd see the day when a man would be jailed without being sentenced. Pierce's wife Eloise works at the Blue Cross office in Birmingham, and she reports nothing but kindness and understanding from her co-workers, although both consider themselves fortunate that they have no children to suffer from the experience.

With the exception of one, all rank and file Teamsters jailed in the Bowman strike are residents of Gadsden, 55 miles north of Birmingham over

the winding roads of the north Alabama hill country. It is here that Bowman maintains general offices, and it is here that the bitter feeling of injustice is strongest among the more than 300 striking drivers. These are the men who bear the brunt of an anti-labor attack helped by police protection.

Forbidden to picket by injunction, the Teamsters protest over unfair treatment is confined to one solitary

sign a half block from the Bowman lot, where row after row of tractors and trailers give mute evidence to the effectiveness of the strike. Across town, a short distance from the Good-year factory warehouse in Gadsden, one of the town's three police cars is stationed whenever a Bowman truck, operated by a scab, is being loaded. Teamsters have vehemently protested this unfair use of tax money, but their protests have fallen on the deaf ears of Mark Mashburn, local Commissioner of Public Safety.

Political Necessity

"Hoffa didn't need to drive home to us the need of political action," says one Teamster who just returned from the recent 'Jo Hoffa' DRIVE luncheon in Chattanooga. "We are faced with a situation which means life or death. It's all politics here. We sat back and allowed others to do the voting. We weren't thinking then, but we are now. We're in politics up to our necks. If we'd have had a 'Jo Hoffa' luncheon two years ago, and heard the things we heard about the necessity for getting into politics to protect our union this wouldn't have happened."

Although Bowman is now operating about 30 trailers where he used to have a 300 trailer around-the-clock operation, he still is operating. When the anti-union judge threw an injunction in against picketing, the Team-



Unshaken by 71 days in jail, these members of Teamster Local 612 pledge continued loyalty to their cause. Left to right, Louis Woodall (his son Johnny sits before him); Billy Fincher; John Young; P. C. Johnson; Newman Thacker; and Gene Mitchell.

sters retreated to their union hall, just two blocks away from Bowman's general offices.

The union hall is a concrete structure with one big open room, filled with beds, a table, and a "chow line" with a coffee maker, several wooden benches, old chairs and a gas hot plate and refrigerator. The place is filled day and night with Teamsters, their children and their wives. The wall telephone is always ringing. Outside, Teamsters play horseshoes, or sit under the trees planning strategy.

An election of city officials is coming up, and the Teamsters, acting as a family, are devoting most of their time to electing friends of labor—something they freely admit they should have done a long time ago. Teamsters cars lined up around the hall, without exception, have the DRIVE bumper stickers pasted all over.

Much of the conversation leans toward the jail experiences of their brother drivers, and their families.

NEWMAN THACKER, with no undertones of hatred but of bewilderment, tells of driving almost 20 years for Bowman before "the trouble." Thacker's wife suffered intense embarrassment in explaining to her relatives at a family reunion the reasons

for her husband's jail term. "Where's Newman," they asked. "He's in jail in Birmingham," she would reply.

55 Mile Drive

Thacker, whose five children range in age from 16 months to 12 years, explains how Pastor Stron of the Baptist Church tried to comfort him, and how his wife had to arrange for a baby sitter and drive 55 miles to Birmingham and return once a week to visit her husband. She didn't get home until 1 a.m. on those days, then had to get up early to provide for the children's needs.

EUGENE MITCHELL tells of how his oldest child (8) couldn't understand why her daddy was away and cried for him almost constantly. His pregnant wife had to take the oldest child out of school on Friday and drive to Anniston, Alabama, with the two kids and leave them with her mother so she could see Gene in Birmingham, because she knew how much her visits meant to him. Mitchell's mother, a resident of West Point, Ga., drove over on weekends to try to comfort Mrs. Mitchell during her pregnancy, but nothing did much good. Mrs. Mitchell wanted Gene home, and couldn't understand why he was in jail. But she kept her courage up.

HESTON MASHBURN's wife has been in bed, under a doctor's care, for three months now. She has a severe nervous condition brought on by her husband's jail term. The doctor is urging Heston to put her in the hospital. Mashburn, when he left on a Sunday to go to Birmingham, told his wife he'd "see her Thursday or Friday, at the latest." That was on Sunday afternoon, and he didn't get out for 71 days. It's still hard for him to believe the experience happened to him because "this is America, and I haven't done anything."

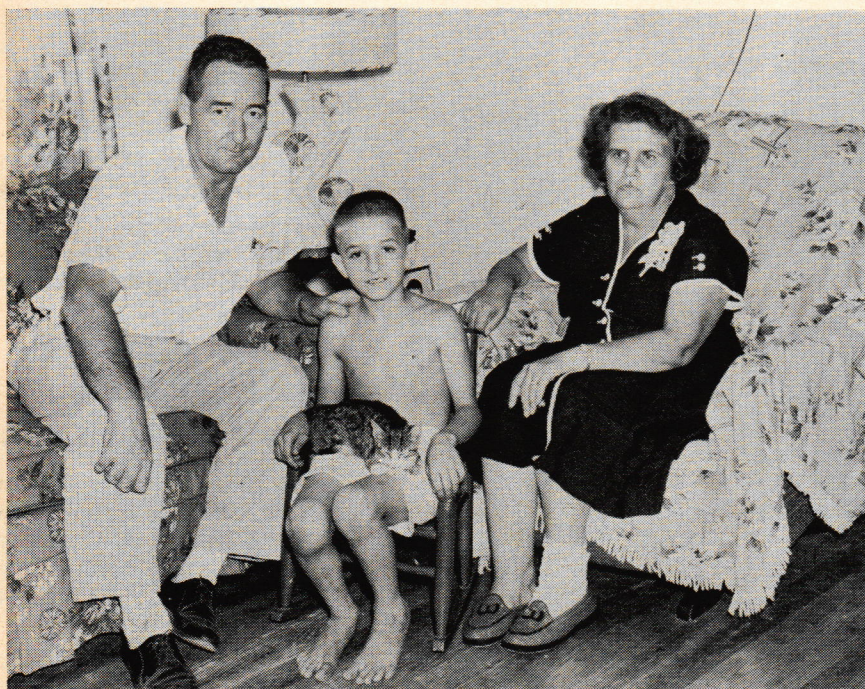
P. C. JOHNSTON was playing cards with Teamsters McIntyre, Boyd, Fincher in the jail "day room" when a warden came in and took the four men "down to the hole." There they stayed for four days and four nights, with no cots, on a cement floor. They had no blankets. Once the same man came down as if to give them some mail, but walked away when they got up to receive the letters. Johnston says: "I'd go again if necessary. It was for a cause."

BILLY FINCHER, a married man with two children, says his neighbors were proud of him for "standing up for my rights." His wife took the same attitude, and braved it through. The neighbors knew that Fincher was "in for a cause."

ELLIE BISHOP's wife, Brownie understood the situation. Ellie has four children, one of whom requires special attention. Ellie's confinement "was an awful strain" on Brownie, but she stood behind him 100 per cent. Ellie says if he had it to do all over again it would be all right with him. Ellie considers himself very fortunate in that he is one of the few drivers who is working now. On recommendation of Sam Webb he went to the Ryder Truck Line terminal in Birmingham to talk with them about a job. Many operators won't hire Bowman drivers, and Ellie was apprehensive about going particularly because he was in jail in connection with the strike.

Ryder's safety Director, a Mr. Hodges, heard Ellie out and then called the Ryder boss in Atlanta. He came back and told Ellie he was hired. With a fair operator like Ryder, Ellie feels that most of his problem is over. He's concentrating on doing the best he can to satisfy his employer.

JOHN YOUNG has been married to Velma Young for 22 years. They have seven children. Young's family



The Louis F. Woodall family was one of the hardest hit of Teamster families when 22 Local 612 drivers and officers were jailed and held on \$200,000 mutual bond which the court knew they couldn't raise. Mrs. Woodall suffers continuous pain in her left leg, the result of a skin infection six years ago. Little Johnny Woodall and four other Woodall children were bewildered by their father's jail term.

suffered a lot during his jail term, but he doesn't regret a moment of it because it was for "a just cause." His children were taunted in school by their schoolmates who called their father "a union killer." Whenever one of the Young cars was out on the road it was followed by jeering teenagers. One night, about sundown, a car drove up in front of the Young home in a rural section outside Gadsden, and two men got out and walked up and down the road in front of the Young house, looking toward it. Mrs. Young and the oldest daughter loaded a gun and spent anxious moments until the men drove away.

Perhaps one of the worst cases of all Local 612 Teamsters jailed was that of Louis F. Woodall, father of six, whose wife is crippled in one leg and cannot move around without intense pain. One son, Howard, 27, is serving his second hitch in the Air Force, three married daughters live on the Gulf Coast, with their husbands. Young David, 17, and Johnny, 9, live at the family home in Gadsden. The Woodall home is a plain home of working people. Little bric a brac are scattered around the front room, including various religious items such as a scriptural passage in pottery and tiny figurines. The pictures of the children away from home occupy a prominent place on a living room table.

Mrs. Woodall, a fine, well spoken woman who had to "tidy up" before her picture was taken, is a typical wife in her views of the recent ordeal that her husband went through.

Sitting in her living room, quietly relating the facts of the experience, her measured tones give strength to the story. But in her eyes is bewilderment and shock.

Just Plain People

"Well," she says, smoothing out her dress carefully, "I hardly can begin to tell how it was. Of course we never thought, any of us, that Louis would go to jail. He hadn't done anything. We just couldn't believe that he would be put in jail. We're just plain people, working people. Louis has never been in any trouble, so we weren't sure of just what the whole thing was about . . . but I know him. I know my husband. If he had done anything wrong I would have known and said 'Well, you have to pay when you do something wrong.' When he went down on Sunday, we never expected he would have to stay in there past Wednesday, or Friday at the latest. At first, we hoped that he would be getting out every day, but as time went on . . . well, we didn't know what to think.

"It was awfully embarrassing to the children. David, that's the 17 year old, has never said anything about it.

I often wonder what he's thinking. As for Johnny, the nine year old, I tried to keep it from him that his father was in jail. He told Mrs. Pepper, next door at the store, 'Daddy sure has been away a long time'. I almost cried over that. But he finally was told, by one of the children, a playmate. The little boy told him that his father was in jail and that he (Johnny) might have to go to jail too. Then the little boy told Johnny that he likes him so much that if Johnny went to jail, 'I'll go too.'"

Once or twice Mrs. Woodall winced, in changing her swollen foot around to a more comfortable position. She suffers a throbbing pain in the foot and ankle day and night, which she dulls with aspirin and bufferin. Most of the day she spends in soaking her foot in a solution which she got in Memphis, from a specialist. Louis Woodall took her to the doctor as soon as he got out of jail. She's not been herself for six years with the pain, and Woodall hopes she'll get better as a result of the specialist's care. No mention was made of the doctor's fees.

Stand for Rights

Despite the suffering, the harassment, the continual pressure from anti-union forces in the South, the Teamsters of Local 612 don't intend to give up the fight at Bowman. They feel that the whole future of the Teamsters movement in the South is tied up with their will and determination to stand up against unfair labor practices, by striking, by political action, by doing whatever is necessary to maintain their integrity as free Americans exercising their American rights.

They feel like all the working people of Alabama and America are for them.

Welfare Expert Dies in Wash., D.C.

Walter H. Briem, associated with the Teamsters Union as a statistician and health and welfare administrator during the past 16 years, died recently following a heart attack. He was 54 years old.

Briem's career included service with Teamsters Joint Council 37 in Oregon and Joint Council 28 in Washington. Prior to that he worked for the Washington State Department of Labor.

Affiliation



Being signed here are the documents which consummate the affiliation of 14 Teamster local unions of sugar factory workers with Teamsters Joint Council 54. More than 1,000 of the sugar workers in Colorado, Wyoming, Nebraska and Montana voted for affiliation with the 15,000 member council to increase their bargaining position. Left to right in picture, Paul Branstner; Charles F. Lindsay, joint council president; Jack Strehlo, Western Conference sugar division director (standing); William Peterson; Joe Wagner, sugar workers business agent; and Harold Saxton. Saxton, Branstner, and Peterson are members of the sugar locals' inter-factory council.

Kennedy Charged with Political Delay On Housing Order

A liberal Republican senator has charged that President Kennedy is delaying the signing of an executive order to end segregation in federally financed housing "to time it for use in this fall's congressional campaign."

Making the charge was New York Republican Senator Jacob Javits who pointed out that Kennedy has been in office for 17 months without signing such an executive order even though he chided Eisenhower for not having done so while the senator campaigned for the White House.

Stating that an end to segregation in federal housing took only "the stroke of a pen," Kennedy also promised during his campaign that "a new Democratic administration would act promptly, but there was no reason for the loss even of six months if Eisenhower would go ahead at once."

Javits made his remarks following Kennedy's press conference in which the President answered a question on the executive order saying:

"I will announce it when we think it will be a useful and appropriate time."

Javits said there were many reports that the "appropriate" time would be this Fall for maximum use by Democratic candidates in the November elections.

It is obvious that to the civil rights advocate, the "appropriate" time was the day Kennedy took office—if he was sincere in his "stroke of the pen" speech.

Canadian Driver Rescues Woman



Charles W. Hall

Quick thinking by Charles W. Hall, a member of Teamster Local Union 213 in Vancouver, B. C., recently saved the life of a woman trapped in her burning car.

The heroic act occurred when five vehicles became involved in a pileup during dense fog on a highway near Barnaby where Mrs. Valeri Robinson lived. Mrs. Robinson, a school teacher was trapped in her auto after it was hit from the rear.

The woman's car burst into flames. Hall, whose truck was one of the vehicles involved in the series of rear-end collisions, jumped from his cab and pulled Mrs. Robinson from her burning car. Meanwhile a small fire had started in his own vehicle.

Hall carried the school teacher to another auto where she waited until an ambulance arrived. Mrs. Robinson suffered two fractured vertebrae in the accident. Hall received a cut hand.

Police credited the Teamster with saving Mrs. Robinson's life. Hall has been a member of Local 213 nearly five years. He is a native of England.

Medicare Friends and Foes Up For Reelection

President Kennedy was in error when he blamed the American Medical Association for the July 17 defeat of the Administration's medicare bill. It was a conservative coalition of unfeeling Senators that defeated the measure.

The death of medicare for the aged this session came on a 52-48 vote on a tabling motion. *The International Teamster* presents here a list of the Senators up for reelection in November, showing by their tabling vote whether they were for or against the medicare bill:

FOR MEDICARE

Democrats

Alan Bible of Nevada
John Carroll of Colorado
Frank Church of Idaho
Joseph Clark of Pennsylvania
Ernest Gruening of Alaska
Olin Johnston of So. Carolina
Frank Lausche of Ohio
Edward Long of Missouri
Warren Magnuson of Washington
Wayne Morse of Oregon

Republicans

Jacob Javits of New York
Thomas Kuchel of California

AGAINST MEDICARE

Democrats

Samuel Ervin of No. Carolina
William Fulbright of Arkansas
Carl Hayden of Arizona
Lister Hill of Alabama
Russell Long of Louisiana
Mike Monroney of Oklahoma
George Smathers of Florida
Herman Talmadge of Georgia

Republicans

George Aiken of Vermont
Wallace Bennett of Utah
Joe Bottum of So. Dakota
Prescott Bush of Connecticut
John Butler of Maryland
Homer Capehart of Indiana
Frank Carlson of Kansas
Norris Cotton of New Hampshire
Everett Dirksen of Illinois
Bourke Hickenlooper of Iowa
Thruston Morton of Kentucky
Alexander Wiley of Wisconsin
Milton Young of No. Dakota

● Automation

If a series of proposed tests scheduled for Owosso, Michigan, prove successful, automation will have wiped another American tradition off the map.

Under an agreement between three utilities, automatic meter readings over telephone lines will be tested in Owosso.

If it is possible to take meter readings over the telephone line, that traditional knock at the door and the chant 'meter reader' will shortly disappear from the American scene.

DRIVE Continues to Gain

'Jo Hoffa Luncheons' Score In Pittsburgh and Tennessee

DOWN IN CHATTANOOGA, Tennessee, last month a combination of press and pulpit could not dampen the spirits of Teamsters who turned out enmasse to a Jo Hoffa DRIVE organization banquet despite a sermon by a Baptist minister and a editorial by the Chattanooga News Free Press.

Nearly 1500 Teamsters and their wives attended the Teamster political get-together at the Hotel Patten, with hotel officials reporting 200 more turned away for lack of room.

The following day, the DRIVE entourage of Teamster President and Mrs. Hoffa and DRIVE director Sidney Zagri moved into Johnson City, Tennessee, to be greeted by another large crowd of Teamsters and their wives.

Pittsburgh, too, was on the DRIVE itinerary, and an overflow luncheon crowd showed up to organize for political action.

At the Chattanooga meeting, guests of honor were nearly 300 striking Teamsters and their wives, Teamsters on strike again Bowman, Braswell and Brown trucking companies.

The Teamsters were told by Vice-President Murray W. Miller that the strikers were living testimony to the need for intensified political action to protect the gains already made by organized labor. Miller stated that if the strikes against the three non-union Southern truckers, were lost the employers will be given a green light for non-union activity across the land.

The Chattanooga and Johnson City affairs were the 25th for Mr. and Mrs. Hoffa, who have travelled across the land organizing local unions and joint councils into political action units to combat the wave of anti-union sentiment and political action by organized labor's enemies.

The accompanying pictures tell the story of Teamster enthusiasm for political action and are evidence that Teamster realize that collective bargaining and picket line gains can be wiped away overnight by anti-union legislation.



J. W. Wallace (right), secretary-treasurer of Local 549, Kingsport, Tennessee, receives a DRIVE charter from President Hoffa.

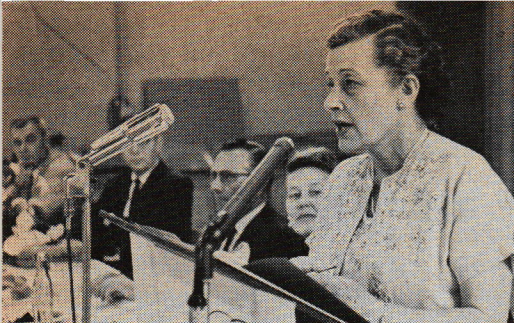
DRIVE charter is presented by President Hoffa to James H. Thompson, president of Local 23, Johnson City.



Mrs. James J. McGinty, president of DLA for Local 23, receives DRIVE charter from Mrs. Hoffa.

International Vice President Harry Tevis addresses overflow luncheon in Pittsburgh.





DRIVE meeting in Johnson City, Tennessee, is addressed by Mayor Rose McDowell.



In Chattanooga, it was another turn-away Jo Hoffa crowd, as DRIVE moved into the South for its 25th organizational banquet.



Mrs. Rosie Hickman, DLA president, Kingsport, Tenn., receives charter from Mrs. Hoffa.

President Hoffa presents DRIVE charter to Sam Webb, president of Local 612, Birmingham, Alabama.



DLA charter presented by Mrs. Hoffa to Dorothy Cooley, president DLA, Local 515.



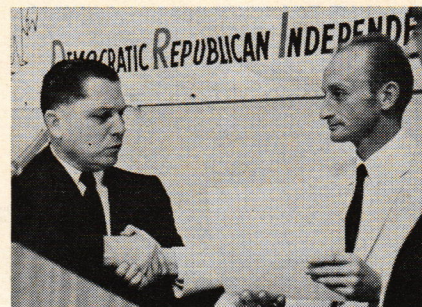
Chattanooga Teamsters staged gigantic Hoffa welcome at the airport.



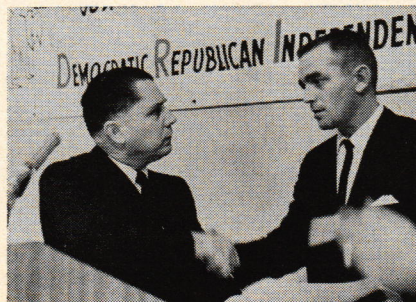
Paul E. Snapp, president Local 549, addresses the DRIVE organizational meeting in Johnson City.



L. Bozeman, president of Local 515 received DRIVE charter from President Hoffa.



Marvin Gresham, president of Local 402, Sheffield, Ala., receives DRIVE charter.



Virginia Sweeney, President of DLA in Pittsburgh, addresses luncheon in the steel city.



Labor's Combined Net Valuation Presents False Picture of Power

EVERYTHING would be rosy for the working man if organized labor had the power attributed to it by anti-union zealots.

Union power, in the eyes of the "anti" fanatics, was never better exposed than in the recent announcement by Secretary of Labor Arthur J. Goldberg that unions in the U. S. had net assets of \$1.3 billion.

The anti-unionists went wild with this "alarming" figure. It was the first time in our history that anyone could put a money value on unionization. The union foes wrote editorials and made speeches decrying the dangers of organized labor's dollar.

Something must be done, they said, to quash this one-eyed giant so richly representing the working people. Just think, they said, that's a lot of dough for management to come up against. They wrung their hands and made appeals to bring unions under the anti-trust laws.

All the while, they were talking about a system of loose—almost disjointed—organization worth less than \$30,000 per unit!

The anti-union spokesmen in their fright overlooked a salient feature of the announcement by the U. S. Department of Labor.. It was the fact that the \$1.3 billion in net assets was spread over 44,530 unions filing first-year reports under the Labor-Management Reporting and Disclosure Act of 1959. By classification, the statement represented the financial status of 41,796 local unions, 220 national unions, and 2,474 other types.

Medicare For Doctors' Kin

The American Medical Association apparently doesn't object to having doctors' relatives covered under Social Security.

The *AMA News* of Sept. 1, 1961, contained an article telling doctors how to get a tax break and at the same time put their parents under Social Security by hiring them to work in their offices.

"For example," the article read, "the doctor pays \$10 a week to his mother for straightening up his office. He would deduct three per cent from her wages and send it to the Social Security Administration, along with his three per cent as employer."

The article then noted that the physician could take a business deduction for this expense for himself while providing credits "toward Social Security benefits for his mother."

In other words, some physicians feel Social Security is bad for most people but great for their mothers.

There were some other features of the union asset report that indicated organized labor, as a financial power, has the smallest of teeth.

For example, 75 per cent of the 260 national unions had total receipts of less than \$1 million. Only 4 per cent of the local unions had receipts of more than \$100,000 a year. Approximately 70 per cent of the local unions had receipts of less than \$10,000 annually. This is not power; it is shoe-string financing.

Probably the greatest eye-opener to the reality of organized labor's wealth was Secretary Goldberg's statement: "Combined loans made by national, local and other type unions . . . amounted to less than 1 per cent of the total union assets. The three types of unions did not significantly differ in their ratios of loans to assets."

Unions, or any other organizations with income, find it to their advantage to make as many investments as their purse strings will allow. Yet organized labor can afford only 1 per cent leeway in the handling of its cash.

Goldberg's announcement actually was received by union foes more as a trigger for another expression of their fear of people. Obviously, business leaders cannot be impressed by the threat—real or imagined—of a few thousand dollars per unit of organized labor.

Once again, the advocates of so-called "right-to-work" laws and other restraints for the working man were caught with their fright showing. Again they bared a desire to hobble millions of organized workers, knowing full well that even a most meager budget can at least sustain organization of the thinnest antagonist.

Scranton Teamsters On Outing



Members of Teamster Local 229's bowling league held an annual clambake near Scranton, Pa., recently. The league has had 10 sponsors for the past two years and has become so successful that six more teams will be formed for the new season starting in September.

• Only the Beginning

Carl F. Stover, a Santa Barbara, Calif., political scientist, said recently the significant amounts of technological unemployment "are only the beginning—the warning signs of a problem that is likely to become greater."

Stover, director of studies in science and technology at the Center for Study of Democratic Institutions, pointed to a hidden threat in the employment picture. He said: "Throughout American industry there are pockets of incipient technological unemployment not yet counted in the government statistics."

Stover went so far as to predict that joblessness may reach such staggering totals in the U.S. one day that perhaps a new system will be needed—"even something as radical as the green stamp plan, which would give everyone a certain amount of legal tender each month to use in the marketplace for the goods he needs and desires. . ."

• Advice for Congress

Quick mergers alone cannot solve the financial troubles of railroads according to Leon H. Keyserling, former chairman of the Council of Economic Advisors.

Keyserling, testifying recently before the Senate Antitrust-Monopoly subcommittee, said the nation's railroads are not in a financial crisis. He said they should be prevented from stampeding toward major mergers.

Endorsing a pending bill to impose a railroad merger moratorium until 1964, Keyserling testified:

"The railroads are in some trouble. So are we all, because the whole economy is in trouble. But the financial position of the railroads is not sufficiently bad for them to sell America short, nor in their own erroneous self-interest to move further in a direction which both experience and logic tell us is highly inimical in the long-run even to this alleged self-interest."

• JFK Facts

The Congressional Quarterly, never bashful about the facts, explains very carefully that President Kennedy has passed only seven per cent of his proposed legislation.

Not only is the figure far below par for a Presidential program at this stage of a congressional session, but it reflects accurately the title being given to the lawmakers as Kennedy's "Do-Less-Than-Nothing" Congress.

August, 1962



Laundry Worker-Teamster Cooperation

Laundry Workers Local 183 of Minneapolis, Minn., proud of the new affiliation with the Teamsters Union, recently asked Teamsters Local 638 to help bestow a donation of a \$500 check to aid strikers at the Minneapolis Star and Tribune. Shown (left to right) are: Joe Williams, Local 183 business agent; Robert Smith of Teamster Local 638, Pete Bates, Typographical Union; Jim Dunn, Stereotypers; Wally Nelson, Mailers, and Wally Christensen, Pressmen's Union.

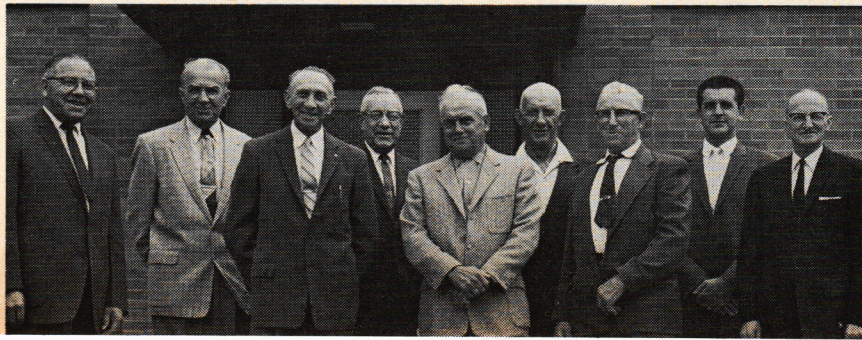
Hoffa Greet Local 707 Members

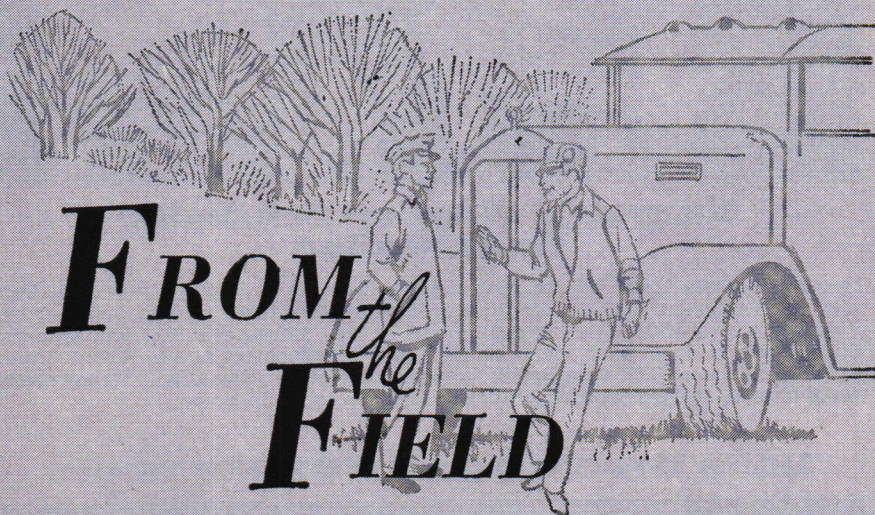


The hostile New York City newspapers missed the main point of a recent "Jimmy Hoffa Day" celebration sponsored by Teamsters Local 707. The General President of the International Brotherhood of Teamsters was besieged by Local members following his address, indicating a clear rank'n'file respect and admiration.

First To Retire Under Local 222 Plan

Feted by members of Teamsters Local 222 in Salt Lake City, Utah, as the first dairy industry workers to retire under the Local's pension plan recently were members shown here with two officers (left to right): Jim Pedersen, Local 222 business agent, Claude L. Baldwin, Edwin Kloogh, Savona D. Norman, Dirk Gout, Walter H. Meadows, Orson A. Harward, Dean F. Corbett, Teamsters Joint Council 67 statistician, and Don C. Durrant. Two other retirees not present for the photo were Walter Christensen and Spiros Vidalakis.





608 Years Of Road Safety

A total of 73 members of Teamsters Local 453 in Cumberland, Md., were honored at a banquet recently for compiling a record of 39 million miles of safe driving over a 15-year period.

Among the drivers for Continental Transportation with outstanding records were: Edward Vensel and George McKnight, 19 years each; Harry Hahn, Gerald Risbon, and Michael Roth, 15 years each; Allen Koontz, Robert Phillips, Darwin Bardell, and Lloyd Stuftt, 14 years each.

Dozens of others had 10, 11, 12, and 13-year records of driving without accident.

Driver Credited With Saving 3

Henry Schuver, a line-driver member of Teamsters Local 81 in Portland, Ore., recently was credited with saving the lives of three children trapped in a wrecked auto.

Schuver was descending a hill near Pendleton, Ore., when he saw a wrecked car at the bottom of an embankment. The Teamster investigated and found three small children in a state of shock, their mother having been killed.

Schuver hailed a passing motorist after wrapping the tots in blankets to keep them warm while awaiting an ambulance.

Police said that in view of the cold temperatures at night and the fact that the wrecked car was almost invisible from the road, the children might have died before discovery had it not been for Schuver's alertness.

Company Proud Of Safe Drivers

Chicago-based Spector Freight System, Inc., is proud of seven individual million-mile records set by its over-the-road driver teams in the past four months.

W. Stanhaus, president of Spector, complimented the Teamster drivers in a letter to General President James R. Hoffa recently.

Wrote Stanhaus: "We are very proud of this accomplishment, and so far as we know, it may be unique in motor carrier history."

Local 707 Loses Veteran Officer

Al Smith, a 51-year veteran of Teamster Union activity and vice president of Local 707 in New York, died recently following a series of major operations.

Smith was born in the neighborhood of Local 707's Union hall and started his career in trucking industry work as a wagon boy at the age of 13.

While alive, he was often thought of as a rebel, but in death he was mourned as a "lost friend."

Local 707 closed its offices on the day of Smith's funeral. The Local's entire executive board was constituted an honor guard and honorary pallbearers.

The Local 707 News, in the story of Smith's passing, noted:

"Al Smith was a goer. He covered his jobs, faithfully and regularly, in sickness and in good health he made his rounds. He had a job to do and he did it."

Canadian Locals Gain Increases

Substantial pay increases will go to nearly 1,200 members of Teamster Locals 213 in Vancouver and 987 in Calgary as a result of new contract settlements.

An estimated 1,000 members of Local 213 employed in heavy construction and highway building received an 8-cent hourly pay hike retroactive to June 1, with another 10-cent hike scheduled for June 1 in both 1963 and 1964. Another gain was provision for arbitration of wrongful dismissals.

Local 987 concluded a contract with Safeway Stores warehouses in southern Alberta province. Approximately 175 members get a 5-cent hourly pay hike retroactive to April 1 along with 5-cent increases in each of the two remaining years of the agreement. Also, employees with eight years' service will receive 3-week paid vacations.

Iowa Organizing Poses Problem

Melvin Smith, a Teamster organizer in Iowa, has been having his problems with the Cedar Rapids city council—particularly Mayor George H. Brewer.

Normally concerned with such items as sewage disposal and so forth, the council recently faced the threat of unionization by fervidly over-riding democratic procedure.

Smith asked the city to sanction a representation election for 20 city employees. Mayor Brewer replied: "We will not hold an election. The men (city employees) and the union can hold an election, but the city will have no part of it."

The mayor added that an "informal poll" of the city employees indicated the workers were not interested in union representation.

WHAT'S NEW?

Transistorized Ignition Cheap, Trouble-Free

A well-known Toledo firm is presenting a line of transistorized ignitions designed for trucks, buses, passenger cars, construction equipment and other mobile and stationary engines. Consisting of a distributor (without condenser), high-voltage coil, ceramic ballast, and a transistor package made up of a specially-designed power transistor enclosed in a heat-dissipating, die-cast aluminum heat sink, the unit takes about 30 minutes to install, provides tremendous savings in vehicle downtime and repair.

In this system, the breaker points handle only current for switching the transistor on and off. The electronic transistor handles the high ignition coil current, previously a job for the distributor breaker points which tended to deteriorate them. Combined advantages provided are those of a battery system at low speeds and the old magneto system at high speeds.

As a result of this efficiency, spark plugs last up to five times longer as there's less trouble with misfiring as the system ages. Positive firing at high rpm and under acceleration increases fuel economy. Minimum contact life is extended to 60,000 miles due to low current flow. And, of course, there's no condenser to be replaced.

Driver Alerting System Gives Warning, Sets Brake

Cars without air brakes and trucks with air brakes can both be equipped with a new driver-fatigue warning system. Available in two models: "C" for cars and commercial vehicles not equipped with air brakes and "M" for air-brake equipped trucks and trailers. It integrates speedometers, steering and brake systems.

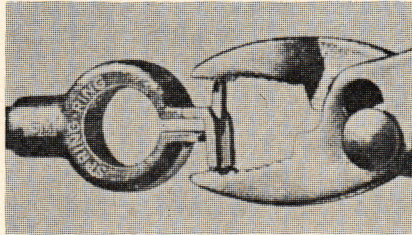
A small pick-up head on the steering wheel is a miniature time computer which is set for desired time

interval and correlated with vehicle's speed. Highway surface conditions are also taken into consideration.

If the drowsy driver does not move the steering wheel within the time-period set, a loud warning sound results. Then, if wheel is not moved within two seconds, the vehicle brakes are applied. If wheel is moved, the computer starts a new cycle.

• • •

Device Eliminates Terminal Damage



Here is a battery-cable terminal that removes and installs quickly and easily. Pliers are used to squeeze the tangs together to open the ring and slip it onto the battery post. When released, the terminal locks itself securely in place.

• • •

Insect Screen Protects Radiator

A custom-designed aluminum insect screen is now available to fit all trucks with contour grilles. The screen protects the engine by preventing insects, leaves, gravel etc. from entering through the grille and damaging the radiator. Easily installed on the outside of the grille, it is quickly cleaned with a whisk of a broom.

WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 25 Louisiana Ave., Washington 1, D. C.

A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.

Heavy-Duty Flooring Of Vinyl, Asbestos

For trucks and other cargo carriers there is now a heavy-duty vinyl flooring that is reinforced with asbestos fibers. This vinyl material is long-wearing and self-extinguishing in case of fire. It comes with traction-tread ribbing or smooth surface and in black only.

• • •

Vehicle Finish Lasts 12 Months Minimum

Now available is a vehicle-finish restorative and protective agent that has been tested to last 12 months, although the gloss finish should last even longer, despite numerous washings with strong detergents. Easy to apply, it is rubbed into the surface with a clean cloth to remove dirt, oxidation, stains, road film or tars. Then it is just buffed to a high-gloss, hard-coat plastic finish that won't crack, or peel and resists acids, alkali and salt. This product is equally effective on chrome, aluminum or painted surfaces.

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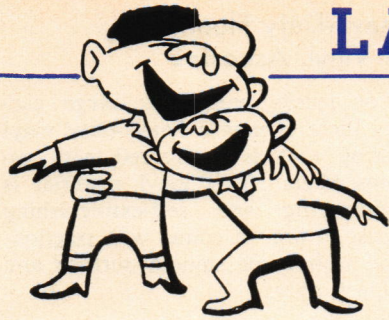
Centralized Vacuum For Vehicle Cleaning

A unit 12 inches in diameter and 49 inches high is now available as a central vacuum cleaning system for permanent installation in a shop area for heavy-duty fleet use in cleaning vehicle interiors. Adaptable to any installation requirements, the central power unit is equipped with a heavy-duty 1½-hp industrial-type motor with lifetime sealed bearings.

• • •

Spray Neutralizes Flammable Spills

A concentrated noncorrosive, non-staining, colorless explosion and fire preventive substance can now be used to neutralize spilled petroleum products. Spilled flammable liquids are thus made nonflammable on either land or water. Mixed with several parts of water, the neutralizer is sprayed on the flammable spilled material, then is washed away with a water hose. It will not redeposit in drains or sewers.



LAUGH LOAD

That's Easy

Fleet Superintendent: "If I had a million bucks do you know where I'd be right now?"

Cuddlesome Cutie: "You'd be on our honeymoon."

What a Relief!

"I feel like I'd like to punch the boss in the jaw again."

"Gosh! Did you say AGAIN?"

"Yeah. I felt like doing it once before today."

Trade Secrets

Judge, after charging jury: "Is there any questions you would like to ask before considering the evidence?"

Juror: "A couple of us would like to know if the defendant boiled the malt one or two hours and how did he keep the yeast out?"

Not Really

Picture a woman in the midst of divorce proceedings, complaining to her friend about all the legalities and red tape. "Oh," says the friend, "don't talk to me about red tape. I've had so much trouble over my property that sometimes I wish my husband hadn't died."

Too Particular

Two bachelors got off on the subject of cooking. "I got one of those cookery books once, but I never used it. Too much fancy work in it," one said.

"How come?" asked the other.

"Why, every one of them recipes began: 'Take a clean dish,' and that stopped me."

Could Be

Truck Driver: "Sir, may I have your daughter for my wife?"

Father: "Trot your wife around and I'll see."

Not Qualified

The farmer whose pig was killed by an automobile was raving mad.

Motorist: "Don't worry. 'I'll replace your pig.'"

Farmer: "You can't. You ain't fat enough."

Army

It seems that a private went to his sergeant to find out what he should do about a cut on his finger. The sarge recommended that he go to the dispensary. The private thereupon ambled over to a door marked "Dispensary." He walked in and found himself in an empty room with two doors at the far end, one marked "Sickness" and the other "Injuries." He figured the latter covered his case, so he opened that door, only to find himself in another empty room with two doors at the far end. These were marked "Head and Body," and "Limbs and Extremities." He decided a cut finger would come under the latter category so he went through that door.

Again he found himself in an empty room with two doors. This time one was marked "Major" and the other "Minor." He figured his was only a minor injury, so he walked through that door, only to find himself outdoors. Later the sergeant asked him if he got his finger fixed. "No," he said, "but boy, is that place organized!"

It's True

Four and 20 are the most desirable ages—at 4 you know all the questions; at 20 you know all the answers.

Housework

Housework is what a woman does that nobody ever notices unless she doesn't do it.

Real Progress

Biography of a successful American businessman: "I was born in the country, where I worked like a horse so I could live in the city where I worked like a horse so I could live in the country."

Just Kids

Little Tom had just been vaccinated. When the doctor tried to put a bandage over the spot, Tom insisted that he wanted the bandage on the other arm.

"Why Tom, the bandage should be put on the sore arm so the boys at school won't hit it," the doctor said.

"Put it on the other arm, doc," Tom insisted. "You don't know those guys."

Firm Stand

Of course when I want to show her who's boss, I demand a clean apron.

Unreliable

One Senator had been making the rounds of his home territory to remind the voters that he'd been doing a right fine job for them in Washington. Following a speech before a women's group he was introduced to a new resident.

"Madam," he smiled, "I certainly hope this constituency will return me."

She shook her head. "I wish you luck, but from the short time I've been in this community I can assure you that these people never return anything!"

Taken At His Word

A man from a remote section of the country walked into the grocery store at the crossroads and announced to the owner that he had given up drinking.

"So you've finally given up drinking, have you?" asked the proprietor.


"Yes, suh," was the reply. "I ain't touched a drop in four weeks."

"Well, you deserve a lot of credit for that," said the storekeeper.

"That's what I thinks, too," said the mountain man, "And I was just goin' to ask you if you could trust me for some groceries."

FIFTY YEARS AGO

in Our Magazine



(From the August 1912, issue of The Teamster)

Convention Call

Convention committees were busy preparing for our Eighth convention to be held in Indianapolis. The gavel is scheduled to bang down opening the convention at 10 a. m. on October 7, 1912. Each local having 200 members or less is expected to send a delegate.

The names of nine hotels were listed with their prices for rooms. For a room only, the prices ranged from fifty cents at the Lorraine Hotel to \$2.50 at the Denison Hotel. Rooms and meals could be had for from \$2 to \$4.

Others Will Speak

The District of Columbia court sentenced President Gompers of the AFL and Secretary Morrison to terms of one year and six months, respectively, for contempt of court in the Bucks Stove boycott case.

Controversy raged around this case for many months and now culminated in the sentencing. Following the sentencing, Gompers had this to say about the man who imposed the sentence, Justice Wright:

"If Justice Wright imagines that by imposing prison sentences upon my associates and myself he can stop human progress he has missed his point. Long after he is gone, long after he may have attempted to silence us, others will speak, others will be heard, and the principles for which we are now contending and perhaps may suffer, will be established beyond peradventure."

The sentences of the two men were quickly appealed and neither labor leader ever served a day of his sentence.



Flair for Showmanship

Organized labor showed it had a flair for showmanship even in its formative years when an international union, the Boot and Shoe Workers' Union, took a road show across the country to publicize the union label.

A singer, musician and moving pictures formed the amusement and a lecturer took care of the education feature. During a break in the entertainment, a plug was given for the union label.

The troupe, according to our August, 1912, Teamster, visited every state in the union, packing theaters to the doors in cities from Vancouver to Miami.

"Certain it is that labor organizations depend for strength upon the support of the people; the people as a whole naturally incline toward anything which is calculated to better their lot in life; consequently, advertising seed of this kind is thrown upon fertile soil.

"It is a practical, common-sense departure and should be approved by everybody," our editor commented.

All Is Not Gold...

The year 1912 saw our country buoyed by an unprecedented wave of prosperity. Mills were running around the clock, construction was booming, and bread lines were non-existent. In fact, industrialists were combing jails to pay the fines of petty offenders so they could be put to work in their factories.

But in spite of all this seeming prosperity, President Tobin saw a rotten apple in the barrel in the form of oppressively low wages being paid to workers in most every industry.

"The truth of the matter is," President Tobin said in his monthly comments, "work is a little better than it has been for two or three years, but to secure employment or a job that might be considered decent under healthy conditions, is just as hard now as it has been for two or three years.

"In the large cities it is much more difficult to obtain a suitable position than it was a few years ago, and among those who are working day after day you find a feeling of dissatisfaction existing in their homes and surroundings almost impossible to imagine because of

the continual struggles to make both ends meet. All this owing to the impossible prices that are being charged for everything which the working man needs in his home."

Company Strikes Out

A group of St. Louis taxicab drivers, members of Local 408, found they had a reliable battery mate in the members of American and National League teams.

To win better working conditions from their employers, the members of the local went on strike against two large taxicab firms in the city.

It turned out the firms had a contract to carry the ball players to the park and back from their hotel every time they were playing in town. When the scab drivers from the struck companies pulled up to the hotel to take the players to the game, a representative of the local had already been there and informed the players of the strike situation. As a result, the players chose to ride in a union cab, leaving the scab cabs at the curb.

"We also took the National League ball park stand away from the struck company," reported Local 408 Sec.-Treas. McNabb, "and now only union cars are allowed to stand there."

Miscellany

The iron mills will not shut down this summer as in previous summers, a terse news item reported. This is unprecedented, for in the past, no matter how rushing business was, there has been a shut-down of about a month, and often six weeks, during the heated period.

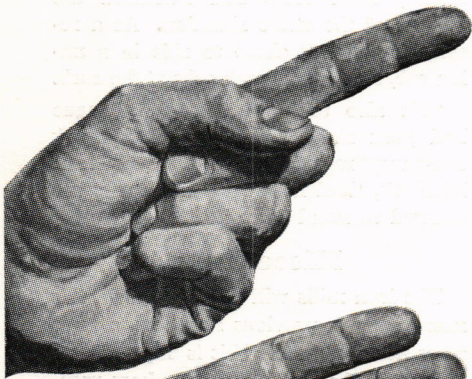


MAKE CERTAIN YOU'RE REGISTERED SO YOU CAN VOTE IN NOVEMBER!

You must re-register to vote IF . . .

- You have changed your name, by marriage or in any way.
- You have changed your address — even though it might have been only a block away.
- Your area requires periodic re-registration of voters.

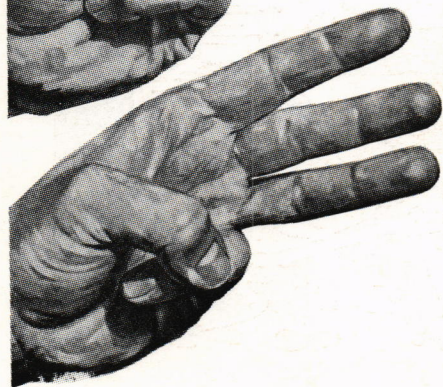
Take three giant steps to victory:



Join DRIVE.



Register to vote.



**Cast your ballot
for your friends November 6.**